

MARCH 20, 1913

MAR 21 1913

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Leslie's

MOTORCYCLE



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The Schweinler Press

THE PARCEL POST EXPRESS.

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Picturesque Homes of Wealthy Americans



GELLIAN COURT.

Palatial residence at Tarrytown, N. Y., of Emil Berolzheimer, President of the American Lead Pencil Company. This fine place is noted for its Italian gardens, and its superb greenhouses. The house is built of gray stone, and is surrounded by giant trees. Gellian Court is named for Gellia, Mr. Berolzheimer's beautiful wife.

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C. Y. Gould's spacious Queen Anne villa on Tarrytown Heights, commanding a matchless view for miles and miles in every direction. When the trees are stripped it can be seen from almost every part of the town. The interior is in perfect harmony with the architecture, and to enter the commodious living-room is like stepping back into a past century.



BEECH CORNERS.

A stately mansion of strictly colonial architecture, the newly built summer residence of Samuel Ullmann at Tarrytown, where there are many beautiful homes. The rather formal grounds, with their close-clipped velvet lawns and rows of beeches and elms, are in harmony with the house. Mr. Ullmann spent some months in Tarrytown before selecting his future home.

A HISTORIC ESTATE.

A. P. Gardiner's Manor House at Hessian Hill, Croton, N. Y. Standing in the midst of a vast estate it dominates the landscape. This is notable also for the automobile road of many curves, a mile long, with an ascent of a little less than a thousand feet to the mile, built from the old Albany Post Road to the entrance gates. Every curve reveals a new and entrancing view.



HOME OF A PRINCESS.

Idlewild, the Princess Del Drago's white Italian villa at Tarrytown, which attracts attention by its excellent proportions and the dignified simplicity of its grounds. The house is a veritable art museum, the walls being hung with ancient tapestries and historical banners, the polished floors strewn with oriental carpets, and the tables and cabinets filled with treasures of gold, bronze, jade and ivory, gathered from every country of Europe.



A BEAUTIFUL SUMMER RESIDENCE.

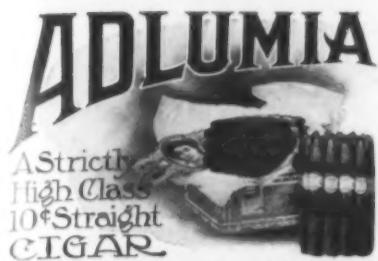
Cedarcliff, summer home of John D. Archbold at Tarrytown, set in wide green lawns that are glorious with pink dogwood blossoms in the spring. This is always home to the children and grandchildren of the President of the Standard Oil Company, and here Mr. Archbold may be seen strolling under the tall elms with his pet collie frolicking beside him and sometimes accompanied by Mrs. Archbold arrayed in one of her favorite lavender gowns.



AN ABODE OF COMFORT.

The unpretentious home of Mrs. Ashbel T. Fitch on the White Plains Road, one of the attractive along-the-Hudson estates, is hidden in a forest of tall and stately trees. The ideal American home of a past decade, its ivy-covered walls and wide and restful verandas are pleasantly suggestive of wealth without ostentation. Mention of the place would be incomplete without some reference to "Tim," an Irish terrier, late guardian of the estate and for twenty years a companion of the late Mr. Fitch.

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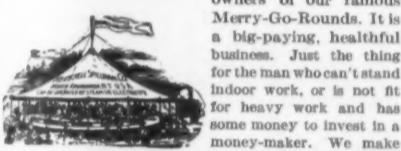
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Leslie's

ILLUSTRATED WEEKLY NEWSPAPER

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES
EDITED BY JOHN A. SLEICHER

"In God We Trust."

CXVI.

Thursday, March 20, 1913

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Every manuscript should bear the name and address of the author or sender, plainly on the manuscript, and not on a separate slip or in an accompanying letter.

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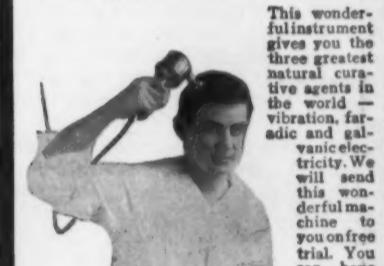


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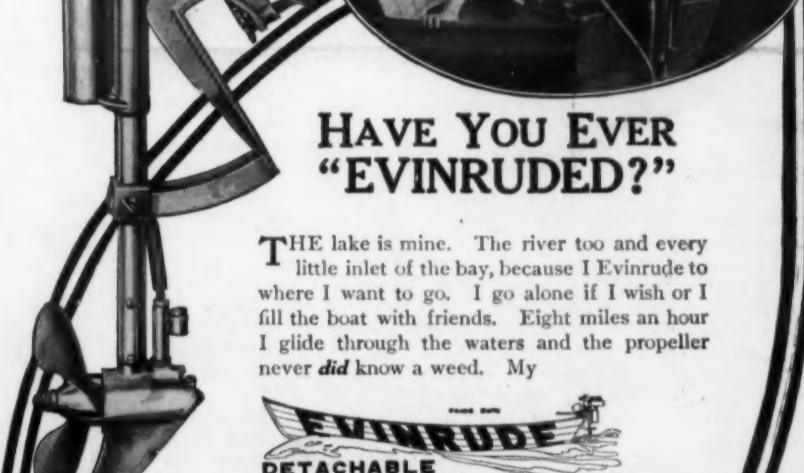
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CARRIES
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Spring Fashions in Paris

By MME. LEONORE RAINES, OF PARIS



Hat of white straw with two "lancer plumes" in black and a bow of black ribbon. Modes Carlier.



Hat of "black Picot" trimmed with a round of aigrettes same color and a side aigrette "Kaki." Modes Lewis.

White Leghorn hat, with over and under brim trimming. Modes Germaine.



Large sailor hat in light blue straw, trimmed with coral and white ribbon and large heron wings to match ribbon. Modes Ellane.

PHOTO ELLANE
Hat in black satin with narrow brim of dark straw, trimmed with fine ostrich plumes standing upright, and lined in fancy satin. Modes Lucy and Lucy.

Toque of dark straw and fancy colored satin, trimmed with Lancer fancy aigrette. Modes L. Hamer.

PARIS, February 22.—The big hat with its weeping willow and gigantic proportions has passed on. It tuned itself well to the tall creature, it even made the restricted height of the short woman a commendable one, and the big hat was nothing if not picturesque. But some one started the report that an expert on women's modes had declared that the big hat was ageing, and now the immense hat with its halo is seen no more in respectable Paris society. The small creations for the head were not welcomed when they appeared last autumn, for people found them insignificant and unbecautiful no matter if graceful aigrettes did wave above and around the absence of brim. However, women soon discovered dignity and elegance in the small hat's very plainness and lack of garnish. A few clung to the large or half-large hat. Now, having become accustomed to the pretty little shapes, all others appear heavy and demure.

There seem to be but two really good shapes for the new hat, one with a low, round crown, with little or no brim on one side, and on the other, an upturned short brim. The other model is the same kind of a low, rather spread crown and a brim that would be wide did it not curl under decidedly at both sides. The effect of the latter hat is long, and the hat is posed across the head so that the long or scooped part may come almost in front of the ear on one side and behind the ear on the other. The first little hat is worn to the side over the face slightly, but in such a manner as to allow the eyebrow on one side to show. Such a hat if it be for morning wear is garnished with a long, straight quill, or a Mephisto feather, or a long, narrow knot of tulle or mousseline, wired. No other touch is necessary or appropriate.

For a dressy small hat—and all the hats are small—there is a big, fluffy aigrette, or a paradise aigrette, or one of the new plumes that stand straight, where all the spirals pose separately. The newest plumes on this order have the same stem, but spirals fall as though another set grew from the common centre. Later, flowers will trim all spring hats, but for the moment, only those with touches mentioned will be employed. In the leading houses I have seen an army of artificial branches on which are posed all sorts of blossoms. It was modish last summer to garnish a hat with straight twigs of flowers, and as the idea was a pretty one, it will be repeated this year. During the winter aigrettes and paradise effects were short. Now they are long, and give the idea of being longer still by being fastened often on the very top of the crown or on the tip edge of the brim, either to side or back.

All hats are posed quite flat, and the hair is coiffed this season so that some may be *en evidence* not only at the side but under the hat at the back. But with the tiny forms, one could hardly prevent the hair asserting itself. No fixed color for millinery ever dominates in Paris, but this spring perhaps the most popular shades will be those of yellow, soft tones for dressy wear, and that smart live greenish-yellowish dye called tilleul, for morning or tailor wear. Khaki, a tone with more yellow, will also be a splendid shade for hard wear, and some of the best hats sent to the Riviera have been of black picot touched in khaki either with a Mephisto quill or with one of the stiff feathers.

I am told that young women are wearing reds in all shades at Nice; not only the bright tone of fire, but such touches as cherry, ibis, coral, etc. This is no definite reason for red being a dye for Paris, for reds are always more or less popular in winter along the Cote Azur. The all red hat, the red hat trimmed in blue, green or black, and the black straw trimmed in gay colors,—this is the news that comes from Monte Carlo. While dresses worn during January and February along the Riviera indicate what styles will later rule in Paris, hat fashions launched at winter resorts do not influence modes to any great extent.

Colors for gowns will be exceedingly gay and in order

to keep pace with them, chapeaux cannot remain as dark as they have been. But all during the winter in Paris, colors for evening headgear have been almost garish in their gaiety. The Oriental caps of gold metal or braid have been trimmed in sweeping paradise plumes of vivid green, bright blue, flame, orange, and peacock. The all-black hat that has held sway for so long may remain for another visitation. During the season just passed, the tiny shapes garnished with aigrettes were universally becoming, and the all-black hat now means that one will not have to order a separate and individual hat for every gown.

After the eye has been so long trained to black and dull shades, the new tones are almost crude at a quick glance. The green most striking is that which is the tone of new grass; the most attractive yellow is a glaring orange; the red that will rule is a bold fuchsia; the blue dominating the taste of the designers is a royal or kings blue. The age of the pastel or rusty or faded tones seems now never to have existed. The fashionable dyes are full of tone and character and they are striking and conspicuous, too.

White will be a great deal used with these bright dyes, particularly with tailor suits. The little short frock coat is quite new and smart, and it will be made in such tones as lemon, orange, grass green, khaki, etc., to go with a cream or oyster skirt, whichever contrasts best with the coat. The long jacket has not been carried over this spring, effects being much shorter. All jackets have now dissolved into coats, those cutaway, round, or those that are double breasted. Some of the best tailor modes show a little sack coat that bulges at the back, others, a kind of Eton that covers the belt and is made with a broad rever in front, others still of little coats the only seams being those of the yoke and sleeve, the one running into the other.

This style of sleeve which is a part of the shoulder is very effective. Sometimes the sleeve is piped in satin and sometimes stitched in several rows of silk the color of the goods. A new feature regarding coat touches is that of the vest made of pique, coarse cotton goods, satin or silk, that is like a man's vest except that it makes a kind of bodice or corsage. When the coat is removed, a very dainty little garment is shown. The buttons are of crystal, bone, enamel, or brass. Sometimes the vest is bound, sometimes not. All coats and coverings hint at the Raglan styles, and French women will carry them off very well. Only a very few slashed skirts are seen in the new models. Skirts are extremely narrow, not appearing so under the long draped lines. And all skirts are draped. Hips appear smaller, but that is because with the loose, supple waist, that has gained a few inches, by comparison the breadth is lost sight of.

The effect of all dresses is that the wearer be lissome, graceful, willowy, and that the body from the waist up, be soft and natural. Now that we are returning to natural lines, let us hope that another year will land us at the mode prescribed and cut by nature, namely, the curved hip, the Hogarth lines of back and bust. During the past years the designers have deformed the best moulded women with their ideas of suppressing and flattening. A slender woman appeared like a stick and a stoutish one was a good subject for the pen of the caricaturist, with the unnatural and uneven proportions.

As a whole, skirts are shorter for walking wear than they

were during the winter. Now, the feet and ankles show. Afternoon dresses are also short. Few evening frocks display the ribbon or spike train falling separate from the dress. Trains are scant, square or rounded, they start from the skirt proper, and they lie on the floor but a few inches. Long effects are sought for all cuts, especially for evening, where sleeves fall from the shoulder at the back, to terminate in a tassel. Tassels are used to a wonderful extent and help to lengthen out inches. Evening gowns are quite decollete, also those for afternoon wear, which are cut in a point. Collars and guimpes have had their day. The long, thin neck is modish, and nothing must hide or cover its length.

The new materials are soft and crinkly. We see few satins. The best fabrics are those in crapes, there being half a dozen kinds. For cotton frocks, this idea is carried out also, smooth or hard finishes making only tailored effects. While cotton stuffs imitate those of the crapy genre, those of smooth finish also copy the goods most modish for the best tailor costumes,—covert, rep, chamois cloth, summer weight 'ratine and velour de laine. All effects no matter for what wear or time must be soft and velvety. No doubt this is to circumvent the influence of the new garish dyes which, were they in hard-surfaced goods, would be ugly and unbecoming.

Self-Consciousness.

THREE is perhaps no more trying episode in a woman's life than her first entrance into a fashionable restaurant. She feels so horribly self-conscious that she will imagine every one is looking at her and commenting on her manner and dress. This feeling destroys the harmony of the music, the beauty of the palms and the soft tints of the shaded lamps. Due to this she appears awkward and ill at ease, though no one may be thinking about her.

It is also due to her self-consciousness that she really is afraid to order what she wants, and hastily selects the first thing her eye sees on the unfamiliar menu card. Of course after two or three times she will not be overpowered by the novelty of the situation, and she will act naturally and enjoy the surroundings and the cooking. The awe-inspiring head waiter will have no terrors for her, and she will wonder she felt so uncomfortable at first.

While there is no specific remedy it would help to think that every woman in the room, now looking so self-poised and confident, had at one time to make her first entrance. It didn't kill her, and the sooner a girl can get over the feeling of newness the more quickly she will begin to enjoy the surroundings. Let her remember that she has not committed an unpardonable sin if by chance she picks up the wrong knife or fork, or spills or breaks anything. The waiter who appears so formidable is only a human being and isn't half as superior in reality as he appears.

Naturalness is the keynote of good breeding, and by acting naturally girls will win out, whereas if they attempt a new manner which they consider in harmony with the new surroundings, they will undoubtedly appear to disadvantage and will be as awkward as they imagine they are and will attract attention, when the natural manner would permit them to pass unobserved by the other diners.

Keep Faith With Children.

NO parent can expect children to be truthful if the children find that the parents do not keep faith with them. Making a promise merely to hush some insistent little voice, or to enable the mother or father to escape for a day of shopping, or an evening of pleasure is criminal, if the promise is not kept. After children have been disappointed two or three times, they will put no faith in their parents' word, and will begin to feel that they too can make promises merely to be obliging. Above all else, children are trained by example. The grown-ups should be more than careful how they rashly promise when they know it is impossible to perform.

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EDITORIAL

Quacks!

THIS is the age of the quack, the faker and impostor. These succeed because their promises are unlimited. If a man is sick, he wants a doctor who will promise to make him well. If he is poor, he listens eagerly to any one who offers to make him rich. If he is unfortunate, any fortune teller is good enough for him, if he will only point the way to a Golconda.

The credulity of the public is amazing. It is still more amazing that it seems to learn little by experience. The dealers in "gold bricks" say that if they once succeed in getting a customer, they can usually hold him until they have fleeced him to death. They have only to tell him a new story to divert his attention from his former experience, and then he easily falls a victim again.

With this condition of the public mind, is it strange that we have not only quack remedies for our physical ills, but that they are also offered as a cure for all our financial and economic disturbances? This explains the genesis of the anarchist and the socialist. This accounts for the following of the red flag.

The appeal is made to the poor against the rich, to the unfortunate against the prosperous, to the foolish against the wise, to the ignorant against the educated. If the authority of the church enters its protest, then religion is defied and "Equality and Liberty" is written above the altar, as in the days of the French Revolution.

If the law interposes, then the judges must be recalled, laws repealed and constitutions amended. The worst of it all is that many among those who are the most credulous are sincere, honest-minded persons. They blindly follow the leadership of self-seeking disturbers, in the conscientious belief that they are performing a noble and perhaps a patriotic duty. It would seem as if this were impossible in a land where education is so free and newspapers are so plentiful; but what the school inculcates, the newspaper eradicates in its grim pursuit of favor with the masses. So we find column after column in the daily press exalting the disturbers of the peace, and only meager paragraphs for the discussion of the vital questions of the day.

Thoughtful readers throw their newspapers down in disgust, but they continue to read and to patronize them without murmur or protest. The yellow press continues to flourish, the publisher consoling himself with the belief that he is giving the people what they want. A few indignant letters of protest from his readers coming in his mail every day would change his mind. The withdrawal of the advertising patronage of those who look for something better and higher would exert even a still stronger influence. But we are all too busy or else the golf links are too inviting.

Let the people rule!

Leaders Who Mislead

ONE'S friends are those who stick to him through thick and thin. But when after a fair and orderly trial men have been convicted of the crime of dynamiting, for their friends then to utter tirades against the court that passed sentence and to threaten that unless the convicted men go free through legal procedure, organized labor "should go beyond the law and resort to first principles" to liberate them, we have a display not so much of loyal friendship as of the same criminal attitude toward society which the convicted men carried out in their dynamiting outrages. This is just the stand taken by John J. Fitzpatrick, President of the Chicago Federation of Labor, who delivered the above ultimatum after having assailed Federal Judge Anderson, who presided at the trial, as a "crook." At the same meeting resolutions were passed condemning the entire procedure at Indianapolis, accusing the prosecution of "trumped-up charges," Judge Anderson of partiality and the jury of prejudice, and declaring that the case was "an attempt of the Government to crush organized labor by 'railroading' its chiefs."

We have said all along that the series of dynamitings which destroyed so much property, and at Los Angeles so many human lives as well, did not represent the attitude of labor as a whole, nor even of the structural iron workers whose officials originated the plots and had them executed. It would not have been safe for the rank and file of the union to have known that the methods of anarchists were being put through in their behalf. Nor do we believe that speeches like that of Mr. Fitzpatrick, nor those of Samuel Gompers in which the acts of the dynamiters are condoned, represent the feeling of organized labor as a whole. We think better of the rank and file than of some of their leaders.

In the course of an argument against the anti-injunction bill, Mr. Gompers went so far as to quote scripture in support of the dynamiters, saying, "Let him that is without sin cast the first stone." We may have sympathy for the misguided men who were led by their passions to resort to the bomb. Judge Anderson, before whom they were tried, had that feeling. But when the State, which is pledged to secure the safety of life and property, ties its hands by

perverting from its meaning the scripture verse quoted by Mr. Gompers, there will be an end to law and order and safety.

To seek to win a labor fight by destroying life and property is a confession of inherent weakness. It is a significant and portentous thing that the press pays so little heed to the awful crimes of the convicted dynamiters, and that some of the so-called leaders of labor dare to defend it.

Ships Make Prosperity.

IT is cheering to know that the agitation for the upbuilding of our merchant marine has resulted in the organization of the National Marine League. In order to secure legislation which will tend to build up the commercial marine of the United States and restore it to its old-time power, the new organization plans to inaugurate campaigns of education among business men and politicians. Neglect to do this heretofore has been wasteful and foolish. President Patrick W. Ross of the League is authority for the statement that we could save \$500,000,000 annually, enough to build a Panama Canal every year, if we had our own ships. He illustrates the foolishness of our present condition by comparing it to a merchant with a big business but with little or no delivery service of his own, and who is thus compelled to borrow another man's wagons for delivery of his goods.

Mr. Ross points out also our essential weakness as a fighting power through our lack of auxiliary ships, a fact that cannot be too often or too strongly emphasized. We are proud of our magnificent fleet of fighters, but how terribly would they be handicapped in time of war without merchantmen flying our own flag to be used as auxiliaries.

In the earlier days of our history, we were a coastwise people and a maritime power. We carried in our own vessels not only the commerce of the United States, but that of other nations as well. But as the interior of the country came to be opened up, the interests of the people became continental instead of maritime, and the doctrine gained ground that shipping matters should be left to those living on the sea coast. This has proven itself to be not only a narrow, but a suicidal policy. We are a nation of states with great national interests in common. One of these is an adequate merchant marine for placing our goods in foreign markets. There is no interior State nor interior business man that would not be benefited thereby.

Germany without a really first class harbor has yet built up two great steamship lines, carrying her flag into every port of any consequence the world over. This she has done because the government has fostered and helped shipping interests in every conceivable way. Their development has meant not only the success of the steamship companies themselves, but the success of the whole country. We need to have some of this spirit. With our tremendous coast line, unexcelled sea ports and immense commerce, we could soon build up the biggest merchant fleet in the world. And every merchantman flying the stars and stripes would add so much efficiency to our fighting forces.

Publicity Cures Social Ills.

IT isn't right and it doesn't pay to keep quiet about any evil, however repulsive it may be. That used to be the attitude of the press and people toward the gigantic social evil, and every year that such an attitude prevailed delayed by so much the great world-wide social crusade now on.

Dr. Talcott Williams, Director of the School of Journalism of Columbia University, in speaking before the Public Forum of the Church of the Ascension, took for his subject "Publicity as a Cure for Social Ills." He had to go back but twenty-five years to find a time when the public discussion of white slavery and all its attendant horrors was frowned upon. Dr. Williams referred to the disclosures the late W. T. Stead made of the vice traffic in England and how it cost Stead his fortune and his paper. He then told how as managing editor of the Philadelphia *Press* at that time, after paying the tolls on the accounts of the Stead disclosures, he had dropped the matter into the scrap basket, thinking Philadelphia did not need such reading. "I was wrong," said Dr. Williams. "Philadelphia was one of the worst cities in that traffic. We have learned it since, and now that the matter is discussed everywhere, we are pushing the reform that should have been started, that might have been started, twenty-five years ago."

Occasionally LESLIE's is called upon to defend its course in the publication of the much-discussed Kaufmann stories and other white slave articles. The address of Dr. Williams, veteran journalist and head of a school of journalism, is one of many justifications of our course. Society can not cure itself of the evils that afflict it, unless it knows what these evils are and how they operate. Publicity and plain talking are necessary to secure this end.

As Dr. Charles W. Eliot, president emeritus of Harvard, said in address at the City Club in Boston, "The family life of the white race is at stake in its purity, healthfulness and fertility. We have tried the policy of silence and the policy of segregation, but there is no cure except the observance by men of the same standards that almost all races demand of their women." In place of silence we must have publicity and education, both making toward the single standard. In place of segregation and every other compromise policy we must have constant warfare which shall mean ultimate annihilation of the evil.

The recent activity of the Government in the suppression of such evils as white slavery and swindling schemes of various kinds is to be commended. This sort of activity helps and protects the masses much more than the policy of indiscriminate trust busting and railway smashing.

Our Land of Promise.

THE time is past for patronizing the South. Long delayed in its full development, its day has begun to dawn. The backbone of the original union, the staunch advocate of religious liberty, the Mother of Presidents was the South. The slave-holding system which prevailed there long after the North had given it up, produced a social and economic system peculiarly its own. Its suffering and loss during and following the war were great. But the freeing of the slaves and the resulting necessary though slow reorganization of industry has proven to be the best thing for the South. In the presence of the negro in large numbers it still has one of the greatest of problems to solve; but the people of the South, white and black, together, may be trusted to solve the problem eventually with justice to all.

* In richness and variety of resources the South is unequalled. No section which is wholly agricultural can have its full share in the country's prosperity. This the South demonstrated for many years. When at last attention was given to mining, commerce and manufacturing, prosperity began. The opening of the Panama Canal will mark a new era for the South. With its resources so long neglected now being systematically and thoroughly developed and with the most homogeneous population of any part of the Union, the South bids fair to become the greatest and most prosperous section of the country in the twentieth century.

The Plain Truth.

OPPORTUNITY! If a negro illiterate could accumulate a fortune by frugality and careful investment, what might a man of brains get together? For fifty years James Hammond, a negro of Oyster Bay, N. Y., had been employed on the Weeks estate, and in will, signed with his mark, disposed of an estate valued at \$30,000. Yet people are saying that a small man no longer has any opportunity in this country. The right sort of man makes his opportunity. If a man of intelligence and industry can't make an opportunity and success in this country, where, upon the face of the globe, can he do so?

UNDESIRABLES! A new term was suggested by the Mayor of Paterson, N. J., in connection with the labor difficulties in the silk mills of that city. Mayor McBride, who is himself a working man, said he did not wish to have "undesirable strangers" invade his city and interfere with its workingmen by haranguing them on the streets. The striking employees of Paterson were heartily in sympathy with the Mayor for they hissed these so-called "undesirable strangers" and greeted them with the cry: "We can conduct our own strike without your assistance." Let the people rule!

WANTED! LESLIE's receives all sorts of inquiries from its million of readers every week. Of course it is impossible to answer them all, for the wants of men and women are as varying as the winds that blow, but an appeal from a reader in Detroit has in it such human interest that we venture to refer to it. He wants to know "what part of the Southwest is the best to go to establish a small restaurant or bakery with a capital of a couple of hundred dollars; a place where the climate is congenial the year round as my health is poor; a place where there are new towns opening up." We refer to this letter because this is the spirit of American enterprise that has made the wilderness blossom as a rose and cleared the American desert off the map.

INFAMOUS! The shocking disclosure is made that the saloonkeepers of New York City pay \$1,200,000 a year in graft to the police and politicians for so-called protection. This followed the disclosure that four times the above amount has been regularly paid for the protection of vice in the great city. The vice disclosures followed others in reference to graft paid to the police by gamblers. With these enormous sources of income from gamblers, disreputable resorts, and the saloonkeepers, the secret of the acquirement of sudden wealth by sundry politicians is readily perceived. It is astonishing that in the greatest city in the country, teeming with wealth, boasting of its high civilization, its philanthropies, its schools and its churches, such shameful conditions should prevail, flagrantly and notoriously from year to year. Let the people rule!

SUNDAY! The stand taken upon the Sunday theater by Manager Burnham of Wallack's Theater at the dinner of the Association of Theater Managers of Greater New York was logical and fair. Mr. Burnham argued that it was not just to permit half the theaters to furnish Sunday evening entertainment when the other half is not allowed to do so, that the existing law restricting Sunday performances should be fully enforced if it is a good law, and if not, all theater managers should combine to bring about other conditions in the matter. Manager Burnham is right; the Sunday theatrical performance should be settled strictly according to the law without stretching its interpretation to include any form of entertainment that is particularly desired. We believe there is no sufficient reason for Sunday shows or concerts. Performers need a day of rest as much as any other class of workers, and the people with six other nights in the week for enjoying the theater do not need to have the Sabbath law of rest and worship broken to satisfy their desires.

The Motorcycle With a Side Car

By J. J. O'CONNOR



YOU have seen it go flying past like a bird on the wing, that little basket mysteriously clinging to a motorcycle, which reminded you of a new-fangled baby carriage. What is it? That's what is termed a motorcycle side car, or, among motorcyclists, just plain side car. It's an English conception of comfortable and exceedingly economical motoring, and side cars are as plentiful as sparrows in the land of roast beef and mustard ale.

On its first appearance in the United States, about 1904, the side car did not make a lasting appeal to motorcyclists at that time and soon dropped out of sight. It was just as well it did so, for at that time few American motorcycles were capable of carrying themselves and operators, let alone dragging a side car. However, in England it stuck, and each year saw thousands more in use, until to-day there are more than 20,000 running around Johnny Bull's islands.

Stripped of technicalities a side car is a one-wheel vehicle, possessing a light running gear, on which is mounted a miniature automobile body, the whole ensemble being quickly applicable to a motorcycle by couplings. The combination of the two makes a three-wheel vehicle which is exceedingly comfortable. In some states a side car attached to a motorcycle is interpreted to come within the definition of automobiles and is regulated as such. However, in most commonwealths the side car combination comes under the classification of a motorcycle. Its true status is a matter of dollars and cents to the owner, according to the state in which he resides, for there is a considerable gap between the price of a motorcycle license and that for a low-powered automobile.

The underlying attractiveness of the side car is found in its suitability for ladies' use. One of the chief arguments heretofore advanced against motorcycling is that it is a selfish sport restricted to men and boys. This is not altogether true, for a considerable number of girls use them, particularly in the West where there is more freedom from conventionalities. However, as there are no ladies' models of motorcycles built in this country, the chief form in which the fair sex enjoy the sport is by riding tandem with the operator.

This form of motoring is not dignified for a lady, is uncomfortable at best, hard on apparel, and withal, dangerous. For these reasons the great majority of women, who otherwise would take up the sport, hold aloof, while those who do enter into it, frequently abandon it for one or another of the reasons stated. Therefore, the tandem attachment is becoming passe, and is being succeeded by the side car.

The side car offers comfortable and enjoyable motoring in the most economical form in which it can be obtained other than with a motorcycle. The capabilities of the side car are dependent on the construction of the vehicle itself, and the type of motorcycles with which it is used. The most satisfactory motorcycle to use with a side car is a twin cylinder of high power, with two speeds, double brakes, engine starter and other up-to-the-minute attachments.

Given such a power unit a side car will go anywhere an automobile will. A twin engine has ample power, speed, flexibility and strength to handle a side car without undue strain on the motor. It is a mistake to use a side car on a single cylinder machine under any circumstances, and even a twin with but one speed is not adapted to side car work, although it will do fairly satisfactory work on good level roads. Unless the motorist is willing to use the most suitable type of power unit to drive his side car, he had better desist from investing in the latter, for he will have heavy expense, much trouble and small pleasure as his portion.

A motorcycle and side car with two passengers has made the trip from New York to Los Angeles; another party toured from Bridgeport to Chicago, and last summer a pair of Providence motorists conquered the White Mountains with the first three-wheeler of its type ever seen in that region. If the side car is constructed for rugged service,

and its propelling unit is powerful enough for all emergencies the radius of action is wherever there is a road, or a passage can be forced.

Side car units, less the motorcycle, be it understood, list from \$60 to \$125. The price is determined by the maker's facilities, the style of body and general construction. Last year a number of side cars were imported, the American makers being unable to meet the demand, and excellent cars these foreign vehicles were. However, this year imports will fall away to practically nothing, for foreign side cars cannot compete with the home product on a price basis. In 1912, when the side car really returned to popu-

the season, which will cover the cost of overhauling the motorcycle and tire replacements. Aside from tire replacement the maintenance of a side car itself is practically nothing. Then comes the fuel bills which will amount to \$25 for gasoline at 20 cents per gallon, and \$12.50 for oil at \$1 per gallon, these estimates being based on the milesages stated above. An experienced and careful operator can lower these figures considerably, while a careless driver will exceed them.

The storage problem of a side car is solved almost as easily as that of a motorcycle. Being detachable in three minutes the side car can be trundled into less space than a baby carriage occupies, while the motorcycle can be stored wherever there is room for a bicycle. In this respect the side car has a very considerable advantage over the smallest automobile, especially where storage charges are a factor in the maintenance. Motorcycle dealers charge from \$4 to \$6 per month for side car storage, including the motorcycle, and this rate includes cleaning twice per week.

In the matter of equipment the side car owner has a wide choice. He may obtain speedometers, wind shield, folding tops, lap robes, side curtains, foot rails and electric lights, either from a generator driven off the motorcycle engine, or from storage batteries. These, of



AT THE END OF A LONG DRIVE.
These two families toured from Utica, N. Y., to Springfield, Mass.
Note the appearance of the seven-horse-power machine at
the close of the trip.

larity in the United States, about 1,200 machines were sold, of which 900 were built in this country, the remainder being importations. For 1913, 8,000 side cars will be built at home, a number of manufacturers having quadrupled their facilities, while several new concerns entered the field. However, a large majority of the new makes are assembled cars.

There are two leading types of side car bodies, metal and wicker. The former is now gaining precedence, because it is stronger, warmer in cold weather, more attractive looking, dust and weather proof, and more easily repaired in case of accident. The two chief attributes of the wicker body are lightness and economy of manufacture. Aluminum bodies also are coming into fashion this season, and these are the most expensive. Starting with the open wicker chair type, body lines have followed the trend of automobile design gradually, and full torpedo shapes with scuttle fronts and side doors now are the fashion.

The chassis design has been fairly standard until this season, when new construction embracing drop frames, double girders and heavy tubing has been adopted. One of the radical changes offered in a leading make is the attaching of the side car connecting rods to rigid points of the motorcycle frame. This car is built for use with one make of machine employing automobile leaf spring suspension, so that the rear of the motorcycle has free movement to absorb road jolts, while the car being free from this floating unit is not racked to the extent which it would sustain with the general mode of attaching.

The operating cost of a side car is about 50 per cent greater than a motorcycle, or approximately 1½ cents per mile. This is a conservative figure based on the use of a two-cylinder, two-speed motorcycle propelling unit. With such a combination the ordinary unskilled operator, with reasonable handling, may obtain 40 miles per gallon of gasoline, and 400 miles per gallon of oil. A side car tire may be expected to give from three to five thousand miles, depending on its size, and the alignment of the car with the motorcycle. Naturally the larger the tire the greater the mileage, while if the car is not aligned properly with the motorcycle, the tire will have a rubbing traction rather than a rolling one, and the tread will be worn down much more rapidly. For side car work the rear tire of a motorcycle should never be less than three inches in diameter, for it receives harder usage than both the other tires combined.

Assuming a season's mileage of 5,000, which is a fair average, the operating cost of a motorcycle and side car will approximate \$112.50, excluding accidents. Charging off 1½ cents per mile will total \$75 for



THE WHOLE-FAMILY VEHICLE IN ACTION.
Four people comfortably provided for on a side-car outfit. With
two speeds, chain-drive, multiple disc clutch, and powerful twin
cylinder, it can go even where an automobile cannot.

course, are extras, the fully equipped side car not yet having made its appearance.

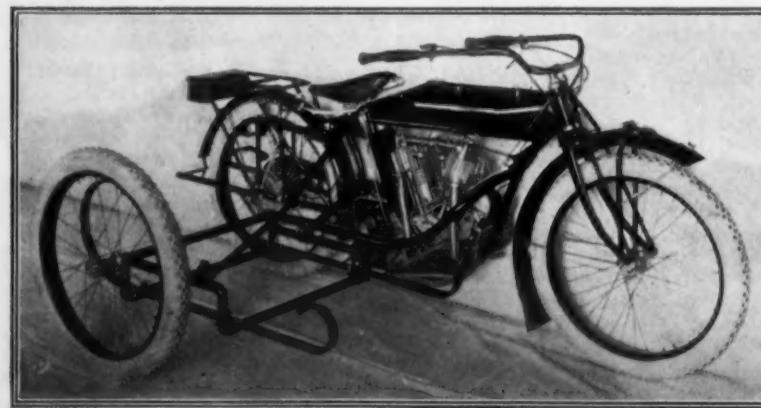
Bodies are, as a rule, very comfortably upholstered, and so hung that when occupied, the passenger sinks into a very comfortable riding position, and can hold convenient conversation with the driver, the side car and motorcycle seats being abreast as a rule. Considerable attention has been paid to springing, and the elimination of side sway.

The average tread of a side car ranges from 40 to 45 inches, and this point enables it to clear narrow passages in traffic and on roads where an automobile of the standard 56-inch tread could not get through.

One very desirable feature of the motorcycle side car combination is that the latter can be detached so easily, leaving the operator free to use his motorcycle separately, and saving the expense of carrying the extra seating capacity when it is not desired to use it. Furthermore, a platform or package box can readily be substituted for the car body, and the vehicle used for business on week days, and for pleasure Sundays by again changing bodies.

Being strongly built, side cars are quite safe to ride in, and will withstand the punishment of the roughest roads and high speeds. The maximum speed of a side car driven by a twin cylinder engine is about 45 miles per hour. They can be geared for faster speed, while with a lower powered engine, the speed, of course, is less.

For the man who wants a passenger carrying motor vehicle, but cannot afford either the first cost of a cheap automobile, or its maintenance, the motorcycle with its side car is the ideal outfit. Complete outfits of motorcycle and side car, but not including accessory equipment, can be obtained for as low as \$275, while the top price is \$410. However, with the exception of the tire, a side car will go through a season with very little depreciation if it has been used rationally, and some excellent used cars can be obtained at bargain prices. The coming summer will see the roads dotted with side cars.



"A THING OF BEAUTY" AS WELL AS OF SPEED.
A motorcycle side-car chassis, showing spring suspension and method of attaching chassis to machine. It is a masterpiece of workmanship, made like an instrument of precision.

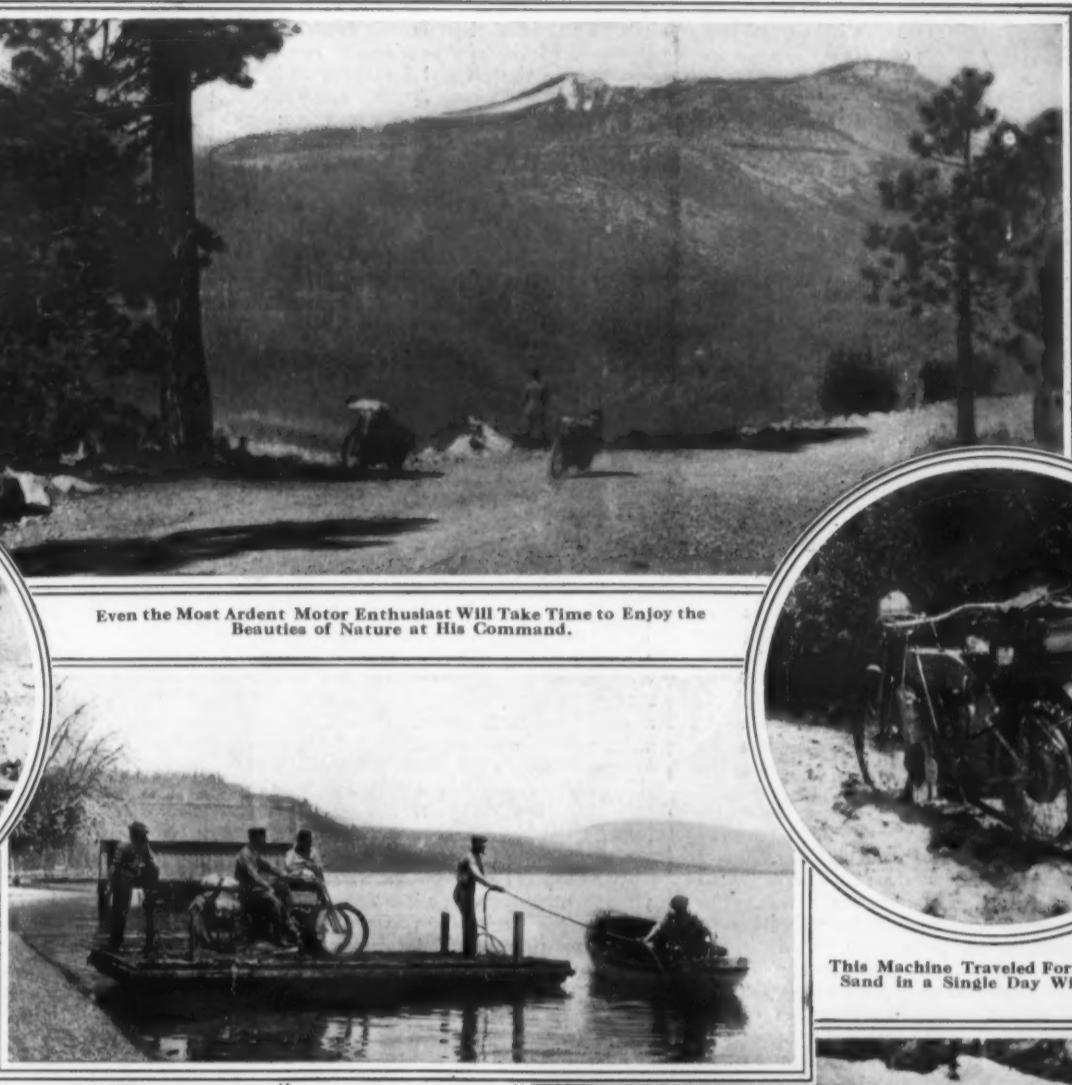
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Nothing Daunts the Motorcycle



A Rocky Road in Tennessee on Top of the Cumberland Mountains.



Even the Most Ardent Motor Enthusiast Will Take Time to Enjoy the Beauties of Nature at His Command.



This Machine Traveled Forty Miles Through Sand in a Single Day Without Accident.



Down in the Missouri Marshes. A Gumbo Swamp on Either Side of a Good, Hard Roadway.

The Gasoline Fraternity on Lake Tahoe. When the Marine Brother of the Motorcycle Engine Proves a Friend in Need.



Up Among the Snowclad Peaks. No Danger of a Frozen Circulating System in the Air-Cooled Motorcycle Power Plant.

Motorcycles Make Good in Winter



During the Snow and Ice Storms of the Recent Winter the Little Two-Wheelers Were in Commission When Nearly all Other Traffic Was Suspended.



THE MOTORCYCLE CAN RUN WHEN THE TROLLEY SERVICE IS CRIPPLED.

THE winter now closing has furnished a remarkable demonstration of the ability of the motorcycle as now built to overcome successfully the difficulties imposed by unfavorable weather conditions. Motorcyclists have been riding throughout the winter, zero weather having been found no hindrance.

A few weeks ago northern Ohio was swept by a storm of rain, sleet and snow, followed by a decided drop in temperature. The result was that the landscape was covered with a heavy coat of ice. The weight of ice broke branches

from trees, tore down telephone and telegraph wires, and paralyzed nearly every kind of traffic. Street car service was almost entirely out of commission, horses could hardly stand up on the icy streets, wagon traffic was impracticable, and even walking was difficult.

With these conditions prevalent, it was interesting to see the motorcycles winning out against difficulties. The large studded tires gripped the slippery road surfaces well, and the perfect balance and ease of steering made the better kinds of these machines safe on the treacherous roads.

Its ability to keep going regardless of weather has brought this machine into great favor with many business houses. The motorcycle is being used for delivery purposes, and by collectors, messengers, solicitors, contractors, telephone linemen, and many others who need to cover considerable ground in minimum time and for least expense. It has demonstrated that a motorcycle can be used at an average running expense of 1-5 cent per mile, and more territory can be gone over with it in a day than by any other method of transportation.

Putting the Motorcycle into Good Trim

By J. H. DONEHUE



MOTORCYCLE manufacturers of to-day strive so persistently to develop the attribute of simplicity in their products that many of the spring overhauling problems which confronted riders a few years ago have been eliminated—and those that remain have been shorn of most of their intricacies—so that even the motorcyclist of limited experience now enters with confidence upon the preparation of his mount for a new riding term. This is especially applicable to the present season, which finds simplification of parts and mechanical operation carried well nigh to perfection in the motor two-wheelers.

Wholesale tinkering with a motorcycle—or with any other piece of mechanism, for that matter—is not to be encouraged, but there are general lines along which the motorcyclist may proceed with assurance of aiding his machine to bear the strain of a season's riding. He should, for example, give his motor a thorough and leisurely cleaning in order that it may not be hampered in the delivery of its power. This is an operation requiring considerable time, but no special knowledge of mechanics. During the cleaning process all parts should be inspected carefully with a view to ascertaining the amount of wear that has resulted from the previous season's riding, and where a replacement is thought necessary it should be made at once, instead of later when the necessity for it may be brought to the rider's attention by trouble on the road.

It is likely that an examination of the cylinder head and piston will disclose a charred coating, commonly referred to as carbon, and made up of burnt oil and particles of foreign matter accumulated on the road. This must be disposed of, and as no chemical solution has been found to dissolve it completely it may have to be chipped away carefully with a long-handled screwdriver. If allowed to remain the carbon will cause overheating and pounding. When the deposit has resulted simply from over-lubrication, an injection of kerosene will often remove the trouble. At any rate, the motor that is being prepared for a season's work should be entirely clear of this foreign matter. Patience and a little work will turn the trick.

The crank-case should also be given a thorough cleaning, internally and externally. If dirt and grease are allowed to collect on the outside of the case it will give off a very disagreeable odor when hot; besides, it will detract from

the appearance of the mount. After considerable travel the inside of the crank-case will become gummy from impurities in the oil and the action of heat, and unless it is flushed out thoroughly with gasoline at intervals the oil-ways leading to the bearings may become clogged with sediment and bring on serious trouble. See that the oil-ways are perfectly clear and that the entire lubricating system is prepared to deliver its precious fluid to the moving parts, according to expectations.

Use a good oil and select it with the utmost care. Poor oil is "dear at any price." It will ultimately ruin the best motor ever built into a frame, and if a rider has been negligent concerning his lubricant in the past we advise him to turn over a new leaf when tuning up his mount for the 1913 season. The safest course is to communicate with the manufacturers of the machine and ascertain the grade of oil that is calculated to give best results. It is obvious that no one grade of lubricant can be expected to give satisfaction in all types of motorcycle motors; the oil should be chosen with regard for the special requirements of the individual make of power plant.

The outside of a motorcycle cylinder becomes red and rusty in a comparatively short time—especially if it has been splashed with water while heated—and the rider who is conducting his spring overhauling may feel called upon to improve its appearance by painting it. This should never be done. Grease, aluminum paint and enamel interfere with the radiation of heat, and therefore have a tendency to hamper the cooling operation when applied to a cylinder. The flanges of the cylinder may be blackened with a coating of thin stove polish, which will improve the appearance and have no ill effects. The polish soon burns off and leaves the cylinder in fine trim. All grease and dirt should be removed with a stiff brush before the polish is applied.

If an inspection discloses dark discolorations around the spark plug, valve caps or compression tap, it may be taken for granted that there is compression leakage, and steps should be taken at once to remedy this condition. The parts must be tightened carefully, and if necessary new packing washers are to be inserted. All tightening should be done while the motor is heated.

The condition of the intake and exhaust valves will depend upon the care given the motor, the grade of oil used and the manner in which the lubricating system has performed its work, but it is safe to say that they will need grinding several times in a season. Frequent grinding is not advisable, and the necessity for it indicates that the valves are operating under disadvantages. The process of grinding is not difficult (it is fully described in a Motorcycle Manual now on the market), but it should never be undertaken hurriedly unless in an emergency.

After having been used for a season the magneto should

come in for some attention. It will probably need a thorough cleaning, and at the same time the platinum contacts should be examined with care in order that they may be kept up to maximum efficiency. The oil reservoirs should be washed out well with gasoline at intervals, the screws which control the wick being first removed. The contact breaker disc should also be cleaned from time to time. If the magneto develops symptoms of serious trouble—which is not at all likely—it should be turned over to a reliable dealer or sent to the makers for repairs and adjustment.

Neglect of the carburetor is responsible for two-thirds of the ills the modern motorcycle is heir to, and the rider who is about to enter upon a riding season cannot give too much attention to his mixing apparatus. All piping between the motor and carburetor should be as free as possible from bends, and obviously all joints and flanges should fit so that there will be no leaks. In overhauling, great care should be taken to see that the pipe between the tank and the carburetor, as well as the one between the latter and the motor, is perfectly clear and that there is no foreign matter lodging in the carburetor itself. A grain of sand will upset the mixture of the best of carburetors, and for this reason special care should be taken to guard against having dirt enter the tank with the gasoline. Water, as well as all other foreign substances, will be excluded from the tank if the fuel is strained through a piece of chamois.

If a chain system of transmission is used the chains should be removed during the overhauling of the machine and given a gasoline bath. They should be brushed carefully to free them from all grit, and when perfectly clean they are to be placed in a second bath of melted tallow, mixed with half its weight of graphite, for an hour or so. This bath must be kept hot to prevent hardening. In this way the lubricating solution will reach every part of the chain and protect it against undue wear for a long time. This process may be repeated several times during a season.

It is even more important that a motorcycle belt be cleaned regularly and thoroughly. The belt must always be clear of mud and other road matter before receiving a treatment with dressing. A stiff brush or a damp cloth may be used to remove the caked mud, and in some cases it may be necessary to resort to a dull knife blade. Small pieces of stone and gravel should not be allowed to remain imbedded in the belt, as they help to ruin the latter and also grind out the walls of the pulley and cause slipping. A thick lubricating oil, similar to that used in cylinders, has given fairly satisfactory results in belt service, but neat's-foot oil appears to be the ideal dressing. The belt should be given a bath in this dressing and then wiped dry before it is placed in service. It should remain in the

(Continued on page 308)

A Stranger Within the Gates

By EDWARD CARLETON KNIGHT

JOHN MURRAY stood before the medical board of a Western State showing no signs of having passed through an extraordinary experience. His red hair, sandy complexion, blue eyes and erect position indicated a man of character and no small degree of intelligence.

"Your honor," he began—immediately raising a laugh. "Mr. President, perhaps I should say," smilingly he corrected himself. "The accident happened on Easter. I had just come back from lunch to a job that I was doing at the corner of Main and Spruce Streets. I had climbed to the top of a telegraph pole and I took out my pliers to cut what I thought to be a dead wire. Suddenly I felt a terrific shock."

"Do you remember falling to the ground?"

"No, sir. The next thing I remember was seeing a strange man standing at my bedside. He looked more like a dream-man than a mortal. I never saw such a holy countenance. He stood there silently with his eyes closed. In a few moments he opened his eyes and said: 'You feel well?' 'Yes,' I answered. He said to me: 'Serve God and love your neighbor,' and went out. Then my wife came in. She kneeled down at my bedside and prayed: 'O God, I thank thee that thou hast brought him back to me.'"

"You don't remember anything between the shock and your vision of the Holy Man?" inquired Dr. Ewing.

"No, sir."

"Have you ever seen these gentlemen before?"—referring to Dr. Hamilton and Dr. Bradbourne.

"Yes, sir, I saw them at my house the morning after the accident—they came to see me."

"You did not see them on the day of the accident?"

"No, sir—not that I remember."

"You recall going to your own home afterwards?"

"Yes, sir."

"How did you go?"

"In a carriage."

"With whom?"

"My wife."

"How did you feel?"

"I felt a little weak, but I was all right. They helped me to my feet and I walked to the carriage."

"Were you lame?"

"I felt a little sore, but I don't believe I limped very much."

"You were conscious during the trip home?"

"Yes, sir."

"How did you feel after you got there?"

"A little shaken up, but I was all right."

"Did you sleep well that night?"

"Yes, sir."

"How did you feel the next morning?"

"Very well, sir."

"Did you get up?"

"Yes, sir."

"Did you see anybody that day?"

"Yes, sir. My wife and children, several of the neighbors, Dr. Hamilton and Dr. Bradbourne and two surgeons, Dr. Willard Smith and Dr. George Ballinger."

"You were in good spirits and chatted with all of them?"

"Yes, sir, I felt very happy—just full of joy. I felt as if I had been pretty near the brink and had been brought back, and I was grateful to God. I felt love in my heart for all my fellow-men that I had never felt before."

"When did you first go out after the accident?"

"Three days afterwards."

"And when did you go to work again?"

"In a week after the accident."

"How have you felt since?"

"All right."

"Did you have a physical examination by surgeons?"

"Yes, sir, by Dr. Smith and Dr. Ballinger. They said that I was in good condition—that they could find nothing the matter with me."

"That is all—thank you."

The testimony was taken in absolute silence. The room held about two hundred people, many of whom were medical men. Tremendous interest had been taken in the case. To most people there was an element of the supernatural about it. The press had made much of it. And thousands had come to the hearing only to be turned away. A large crowd stood outside while the session went on. The seven members of the board sat at a large round table in the center of the chamber, while Doctors Bradbourne and Hamilton were at a smaller table nearby. The latter awaited the decision of the board on charges of professional incompetence which had been brought against them. Their right to continue the practice of medicine in the state hung in the balance.

"Dr. Bradbourne," announced the clerk of the board. Dr. Bradbourne stepped forward.

"Dr. Bradbourne," declared the president, "will you state the facts from your viewpoint?"

"Yes, sir. I was called to the telephone at two thirty o'clock on Easter afternoon and was asked to attend a patient who had received an electric shock and had fallen from a telegraph pole. I hurriedly put my bag in order and went to the scene of the accident. There I found a man lying on the ground apparently dead. He had the

uniform and equipment of a telegraph lineman. I tested the heart action and found none. Then I tested for respiration without result."

"Pardon me," interpolated Dr. Ewing, "was the patient Mr. Murray whom you have just heard testify?"

"Yes, sir, according to my best judgment and belief."

"Go on, please," said the chairman.

"I asked the group of men that had gathered if we might not take the patient to a nearby house where I might try to resuscitate him. 'You may take him to my house if you like,' said one of the men. 'I live right across the street in that white house.' Whereupon, with the assistance of several of the men, I took the patient into the house of Mr. John Howard of No. 444 Main Street. We placed the man on the floor of one of the front rooms and, with the aid of Dr. Hamilton, who then appeared on the scene, I made every effort and used every means at my command to resuscitate him, but without success. After working over him for an hour both Dr. Hamilton and I pronounced him dead and left the house."

Dr. Hamilton was then called upon to testify.

"Is there anything additional to what Dr. Bradbourne has said regarding your part of the case that you would like to say, sir?" was the inquiry of the presiding doctor.

"I would like to reiterate," replied Dr. Hamilton, "that we used every means at our disposal in our efforts to restore the patient. If we failed it was not due to negligence or indifference on our part. We did the best that we knew."

Mrs. Murray was next invited to appear. She was a pale little woman with a high forehead, clean-cut features and eyes as blue as the summer skies. She was dressed simply in modest colors and wore an air of confidence and cheerfulness.

"Now," said Dr. Ewing, "give us your side of the story please, Mrs. Murray, telling as completely as you can every incident that came to your notice."

"Yes, sir. The first I knew a man came to my house and told me John had fallen from a telegraph pole and had been taken into Mr. Howard's house. I put on my hat and coat and went there just as fast as I could. When I arrived the doctors were with him and I could not see him. I sat in the next room, with a number of other people, suffering from fear and anxiety. The others told me what had occurred and I was sure something terrible had happened. I felt a desire to pray and I knelt before the others and prayed to God that he would spare my husband. I was on my knees, I think, for twenty

(Continued on page 311)

Printed only Cum wall on the end when
Who identified Club He is

People Talked About



COPRIGHT HARRIS & EWING

CUPID'S SPELL IN HIGH SOCIETY.

Miss Ethel Roosevelt, daughter of former President Roosevelt, and Dr. Richard Derby of New York, whose engagement was recently informally announced. Miss Roosevelt is a fine type of the young American woman. She made her debut at the White House in 1908 and afterwards traveled in Europe. She is popular in society and fond of outdoor life. Dr. Derby graduated with honors from Harvard in 1903. He was a leading athlete at the University and continues his interest in outdoor sports.

WILDS & ELLEN
THE FIRST HINDOO EPISCOPAL BISHOP.

Dr. Vednapagan Samuel Azarian, who was consecrated at Calcutta as Bishop of the established church of England in India. He is the first man of his race who ever attained that high ecclesiastical position.



COPRIGHT HARRIS & EWING

WIFE OF THE NEW VICE-PRESIDENT.

Mrs. Thomas R. Marshall, whose husband will preside over the United States Senate for the next four years. Mrs. Marshall is a handsome, gracious and accomplished woman, who won social laurels while she presided over the executive mansion in Indianapolis during Mr. Marshall's term as governor. She will doubtless score not a few new and pronounced social successes during her sojourn at the national capital.



BERTONI

LOVE ENDS A POLITICAL FEUD.

Princess Victoria Louise of Prussia, Emperor William's only daughter, and Prince Ernest Augustus, the Duke of Cumberland's only son, who were recently betrothed, seen walking with Prince Oscar of Prussia (at left) at Carlsruhe on the day of their betrothal. The union is expected to end the Guelph-Hohenzollern feud which began in 1866 when Prussia annexed the Guelph kingdom of Hanover. Prince Ernest has been given a commission in the German Army. The betrothal is very popular in Germany.



LEWIS

REAL AMERICAN WOMAN SUFFRAGISTS

Medicine Woman and Little White Hair, two members of the Indian race who took part in the parade of the Woman Suffragists at Washington the day before the inauguration of President Wilson.



HARRIS & EWING

JOHN P. SUTER.
Who was lately elected president of the National Press Club at Washington, D. C. He is Washington correspondent of the Chicago Record-Herald.

HAYES

WILSON'S DOUBLE.
Thomas A. Downs, of Detroit, Mich., who has been accosted as Woodrow Wilson many times. Once he was introduced to an audience of 800 as Wilson.

MARCEAU

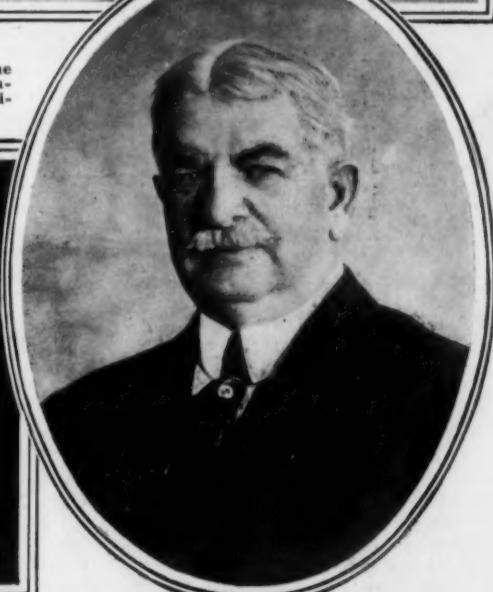
MRS. G. W. PERKINS.
President of the newly organized Boston (Mass.) Federation, composed of fifty-four women's clubs with a total membership of 10,000.

EDMONDON

WILLIAM F. MURRAY.
Congressman from Massachusetts, "the baby" of the House, who created a scene when refused recognition and was made to take his seat by an officer.

G. W. BOYD.

Former general passenger agent of the Pennsylvania Railroad, who has been made passenger traffic manager of that great system. Mr. Boyd began railroading 50 years ago. He has been an uncompromising foe of the ticket scalpers, and has influenced legislation against them.



EUGENE ZIMMERMAN,
The noted cartoonist ("Zim.")

"I TAKE it, George," remarked the Old Fan as he exchanged a case note for enough fireworks to last him through the evening's fanning bee, "that the signing of Jim Thorpe by the Giants would indicate that the descendants of the original Americans are getting at least a toe hold on the National pastime, and that some day we may have a sufficient number of them in the professional ranks to indicate to our foreign visitors that we have a few uses for the red man besides decking him out in a red shirt and a feather duster and turning him loose in some Wild West show."

"Thorpe's case strikes me as a peculiar one," broke in the cigar clerk, "What do you think of it?"

"Oh!" replied the veteran sport, "I haven't given much thought to the ethics of the case. It would appear that



How the fans feel.

this lusty descendant of the Sac and Fox Indians, while still a school boy and no doubt having but a very hazy idea of the rules and regulations of the Amateur Athletic Union, committed the awful crime of playing a little summer baseball under his own name in exchange for a few dollars with which to buy a bed and eats during the vacation period. Later on he went out and proved that he was the world's greatest athlete, winning much glory and some prizes thereby. Then, it is rumored, a scout from one of the Pennsylvania baseball clubs attempted to have the lad affix his signature to a contract to play professional baseball, and when the Redskin refused, dug up his past professional performances and slapped him on the wrist with them.

"Asked about the affair Jim promptly confessed; the A. A. U., figuratively speaking, 'threw a fit'; his prizes were ordered returned and the newspapers had several columns of good reading matter for a week. We can't blame the union for the stand its officials took, because it is their business, according to their rules (which are quite humorous to many of us), to see that the amateur wash is kept clean and neatly starched. So, Thorpe, who pocketed a few kopecks for playing ball during the warm months of 1909 with men who made their living by that means, was formally declared a professional; while those others who earn their bread and board by being policemen, firemen, truck-drivers etc. (these same occupations not being considered at all of a sportive nature), continue the accumulation of glory and more or less useful bric-a-brac as amateurs.

"Of course to rank outsiders like ourselves, it would appear that Thorpe is to be heartily congratulated upon his change of environment and general promotion. A successful professional ballplayer can gain more glory and notoriety in a week than half a dozen nifty amateurs in a year, and instead of an overplus of medals and loving cups, that must be constantly repolished to be in good form, he can take unto himself much coin of the realm with which he may purchase many things needful, useful, and ornamental.

"And the joker in the case is that you can't dodge the fact that the Indian is still the world's greatest athlete. Honestly, son, if you only see things in this life through the right kind of spectacles, you'll get plenty of laughs every hour that you're awake.

"But to return to James and the Giants. Under the chaperoning of his coach and adviser, Glenn Warner, Thorpe smoked the pipe of peace with Manager McGraw and signed his name to the document that will permit him to do war dances at the Polo Grounds in the future and call Chief Myers by his first name. In return for his services he will receive no souvenirs, but some \$6,000 per season in real money will be crowded upon him. It

The Old Fan Says:

"Though to be regretted, the Thorpe incident nevertheless contains an element of humor."

By ED A. GOEWY

Illustrated by "ZIM"

ED A. GOEWY
("The Old Fan.")

is stated that Jim had a strong hunch that he ought to be a twirler and that he hoped to be able, in time, to fling the pellet with all of the skill of 'Chief' Bender, the pride of the Athletics. However, taking into consideration his speed and natural hitting ability, the powers that be in the New York camp will try to make him a world beating outfielder. If he makes good, we'll have a fine trio of red men, Myers, Bender and Thorpe, with which to begin the formation of a genuine all-American baseball nine.

"According to the baseball dope, the eyes of the baseball fans of the country will rest very often upon Managers McGraw, of the Giants, and Chance, of the Highlanders, during the next two or three years. Now, that these two great generals and rivals are quartered in the same burg, a thing never even dreamed of before last winter, the fondest wish of the rooters of the metropolis is to see their respective outfits win the championship flags in the National and American leagues the same season and then battle for the world's baseball supremacy. If this happy state of affairs ever comes to pass, the crowds that will assemble to see the final great battles will surpass in point of numbers any gatherings ever seen in this country where an athletic affair served as the attraction. Here is McGraw's record since he became manager of the Giants and it is truly a remarkable one: 1903, finished second; 1904, first; 1905, first; 1906, second; 1907, fourth; 1908, second; 1909, third; 1910, second; 1911, first, and 1912, first. During the ten years of his leadership, McGraw has put his boys through 1515 games; winning 956; losing

be right at his heels again this summer. In 1911 Jackson hit .408 and last season's work was not much below that. Everything considered, it is safe to say that Cobb must again 'stick' over .400 to hold his place as the American league's premier batsman, and, if he bats over .400 in 1913 he will be the first major league player to perform this stunt three years running in the history of the game.

"Zimmerman will have a much more strenuous fight on his hands than Cobb. He is a fine slugger, but last year was his first to cause the baseball world to sit up and give him exceptional notice. Though he is likely to hit again at a terrific clip, all the odds are against him finishing at the top of the National for 1913, as Myers, Wagner, Doyle, Evers and Sweeney are all wonderful boys with the hickory and one

of these is likely to pass him. Myers would have done it last year but they were so fearful of his prowess that they repeatedly passed him, refusing to throw the ball within his reach. It was 'wise' twirling, perhaps, but it was not sportsmanlike, and had the flingers pulled such a trick repeatedly in a country like England, they would have been hissed from the mound. In 1911 the Indian lost the top place to Wagner by just one base hit. Wagner has eased up on his batting a trifle, but if he really goes after the record next year, he and Myers will give Heinie something to worry about.

"According to the dope laid down by some of the oldest rooters, Nick Cullop, the left-hand pitcher recently purchased by the Naps from the New Orleans club, is the most valuable minor leaguer graduated from the bushes in 1912. He goes to Cleveland stamped as the best pitcher that ever worked in the Southern league. The price paid for him was about \$11,000, and with the possible exception of 'Rube' Marquard, Marty O'Toole, 'Lefty' Russell and 'Chick' Gandil, Cullop is the highest priced player taken from a minor organization to a big league club. He is 21 years old and first pitched for the King's College team at Bristol, Tenn. He was such a success that in 1910 the Knoxville team signed him, but it was not until 1911 that he began to show his real fireworks. Then the fans began boosting him as a second 'Rube' Waddell. He ran up thirteen straight victories before being defeated, but after that accumulated a fine string of unmerciful beatings. Thinking that he had blown up for keeps, his manager slipped him to the Bristol club of the Appalachian league. With a few days rest he was all right and ran up another long list of consecutive wins. In 1912 he won fourteen games and lost six and about the middle of August was transferred to the New Orleans outfit. In the last few days of the season he won two and lost two games. Immediately after, when the club went to Cuba, he twirled a no-hit no-run game, a one-hit game, a two-hit game and a three-hit game. His no-hit game against the slugging Havana club lasted 12 innings.



559 and finishing with a total percentage of .631. McGraw's best year was in 1904, when he won 106 games.

"Chance also has made a mighty brilliant showing. In 1906, his club finished first; 1907, first; 1908, first; 1909, second; 1910, first; 1911, second and 1912, third. He has commanded his men in 1,070 battles, of which he won 714 and lost 356, with a total percentage of .667. And both of these leaders have smelled powder in several world's championship struggles and are able to go into any kind of an engagement without the slightest danger of stage fright.

"To add to the general joy during the coming warm weather mixups, there will be the earnest struggles of eight husky young gentlemen to bat the covers off of innumerable horsehide pellets. These star club jugglers represent the best stickers in the two leagues and as all have had plenty of skill and are veterans of experience, their labors for sticking supremacy will be worthy of the closest attention. In the American league the four top-notch batters were: Cobb, .410; Jackson, .395; Speaker, .383 and Lajoie, .368. In the National the classy quartet stood thusly: Zimmerman, .372; Myers, .358; Sweeney, .344 and Evers, .341. Naturally the principal interest will centre around the work of Ty Cobb, the Georgia Peach, and Heinie Zimmerman, of the Bronx, to see if they will be able to repeat their sensational performances of 1912. Cobb led the Johnson organization for the fifth time last season out of seven tries. In 1911 he slammed the ball for .420. Speaker and Jackson have been close to Tyrus in previous years and they promise to



Tinker is surely going to try to give the Cubs a big surprise.

THE REGULAR SPRING PRACTICE.
Many managers are now blowing up balloons that will burst later on.

Bristol sold him to New Orleans for about \$100. A few months later, with half a dozen major league magnates after him, his value ran up into the thousands. It is to be sincerely hoped that the boy will make good with the Naps, for they certainly need all the baseball assistance they can gain.

"I understand everybody at New York University is pleased because the Giants chose the college color, violet, for their uniforms. The New York's home uniforms will be colonial cream with a fine stripe. The monogram on the sleeves and the trimmings on the caps will be violet, and a wide band of the same shade will appear midway of the stocking legs. Wouldn't it be funny if someone rechristened the polo grounds outfit the Violets?"

The Motorcycle as a Business Vehicle

By JOHN FARNSLEY REDDICK

COMMERCE hinges on quick transportation. Every business success is a matter of rendering service for other people. That the high cost of delivering daily necessities is a contributing factor to the high cost of living is generally known. Yet the consumer demands this quick delivery service, which is costly.

The motorcycle costs merchants less than a horse to maintain, and it can cover more ground and give with the utmost efficiency the good service that consumers demand. With the "sale by mail" folks enjoying such rapid delivery advantages as they do to-day, the retailer must meet competition with the same sort of enterprise. His goal must be service and service is synonymous with quick delivery.

There is no denying the eternal value of the quick delivery idea in business. It has been the foundation of many a merchant's success. It is an inevitable getter of results, because it gratifies one of the simplest and strongest attributes of human nature—man's impatient desire to satisfy a need. Every merchant is familiar with the necessity of a quick delivery system. His problem is not so much one of getting new buyers as it is to keep buyers and give them satisfaction. And he welcomes any aid which will enable him to make deliveries in the shortest possible time, with the least possible expense to himself.

That is the reason why the motorcycle is becoming so generally adopted by retailers. The advantages of the motorcycle, speed and economy, have made it suitable not only for the merchant, large and small, but also for the doctor, the contractor, the messenger—in short, the motorcycle has become necessary for all men who must get somewhere, and get there quickly.

Novelty of appeal is a high card in the game of attracting trade. If at the same time the medium is peculiarly attractive and offers a new convenience to customers it is of double value.

Such is the motorcycle to retailers. It marks another step forward in merchandising methods because it insures attention and permits of a personal touch that no mail solicitation can effect.

The motorcycle as a trade winner is a comparatively new tool to the retailer's hand, and the uses to which it can be put are almost unlimited. Some men have already employed it dramatically as an advertising medium, and others have actually conducted sales, using it almost exclusively. Certainly it is that the motorcycle has many possibilities as yet undiscovered, and retailing by motor-



A detachment of Chicago's "mounted" police who serve as a traffic squad.



Delivering goods by motorcycle. The proprietor of a men's furnishing store who keeps his customers by quick deliveries.

like to visit a shoe store to be fitted. This merchant studies carefully the tastes of his customers, and when they order shoes by telephone, he sends up half a dozen pairs of shoes by motorcycle delivery and permits them to make their selection at home. By reaching out with two of the most effective tools of modern business, the telephone and the motorcycle, this merchant has underscored his name in the minds of hundreds of fastidious shoe buyers. Interest, respect, and service have made this shoe store stand out from the crowd. Such things, which may seem trifles, have caused buyers to decide between one store and the store across the street.

The retailer who is satisfied with what comes to him unsought answers few knocks at the door. The stay-at-home misses daily opportunities that pass at the next corner.

And the merchant who is satisfied with serving merely his neighbors blinds himself to plentiful patronage that might come with the asking. The motorcycle is aiding men to reach out. With its coming city limits are ceasing to mark the boundary lines of trade. Miles are vanishing before the seven-league boots of the motorcyclist and barriers of distance are disappearing. Men far distant must buy somewhere. And retailers are using motorcycles to take their goods to them. The motorcycle has been the means of increasing to a considerable degree, both the business and popularity of many retail stores.

A certain candy dealer of St. Paul, Minnesota, interested a great many people in his goods by carrying around samples of chocolates on a universal luggage carrier. In this way he has built up a large city trade and says that with a motorcycle he can deliver all his sales and cover three times the territory that he did formerly with a horse. When goods of such delicacy as candy can be so safely transported, the motorcycle can be said to have reached the "pinnacle of practicality."

Another St. Paul merchant, a meat dealer, felt a growing need of a closer touch with his customers. He knew of people in the city, good people, the kind they wanted as permanent customers. So he made a novel move. He obtained a motorcycle which enabled him to serve distant customers in better time than competitors. And he found that the motorcycle could do the work of two horses at much less cost.

Using the motorcycle to haul a two-wheeled cart was the idea hit upon by a Syracuse, N. Y., upholsterer who delivers to his customers most of their goods by means of the cart. He says that his motorcycle saves him two dollars a day in carting alone, besides aiding him in many other ways.

And there are many other cases. The president of a large construction company in Milwaukee, Wisconsin, declares that it would be almost impossible for that company to get along without motorcycles. Two are employed by the company in running errands and in keeping the office in touch with the work being done on buildings under construction. Much of the time the machines are used by two inspectors who are obliged to cover much territory in the course of the day.

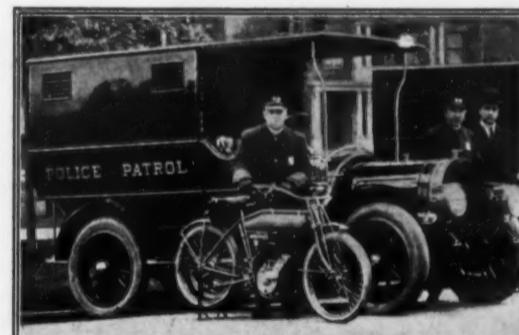
A messenger service of Port Huron, Michigan, has established a business noted for its quick and dependable service, a large share of which is due to the motorcycle. All messages and smaller packages are dispatched with motorcycles. The larger packages are sent out in automobiles.

One of the unique and most interesting uses to which the motorcycle has been put is that of a pigeon fancier of Milwaukee, Wis. He says that homing pigeon fanciers have much trouble with railway and express companies in shipping pigeons away for trial flights. It not unfrequently happens that valuable birds are lost in transit, and pigeon men declare that hundreds of birds are consumed annually in pot pies by railway and express men. This fancier, however, takes no chances in shipping his pigeons, except for very long flights in competition with other birds, and then they are sent out with some one who watches them continually until the time when they are released. With the motorcycle and a wire basket on a standard luggage carrier, Mr. Hascall sends pigeons out for practice without any fear of losing his best birds.

Not only economy, but time also has been a factor in winning many users of the motorcycle. A doctor, living in Monticello, Illinois, is one of the many professional men who has found the motorcycle a great aid in his business. He uses his machine in answering calls all the year 'round, and also uses it to take long pleasure trips, often with his wife accompanying him on a tandem seat. He has found the motorcycle less expensive than the horse he drove before. In addition, he finds that he can cover the distance in about one-third the time, and time is often essential when serious cases are involved.

The motorcycle is particularly adapted to the use of collectors. The Milwaukee Electric Railway and Light Company covers its entire territory with three machines. One man on a motorcycle can not only get around to see many "slow pay" people, but he can also remind them frequently, and at low cost to the company.

The most numerous commercial users of the motorcycles are the Rural Mail Carriers. One of these, in Greenfield, Ohio, carries from fifty to one hundred pounds of mail each day, stopping at more than 100 boxes. Before he obtained a motorcycle it took seven hours to cover his route. With his motorcycle it takes him less than two hours to cover the same 25 miles. With the inauguration of the



The motorcycle as a supplement to the patrol.



A boon to the postman. The motorcycle is as useful in the city as in the country.

cycle seems sure to become an established phase of the fine art of selling.

Probably no one has tried out direct motorcycle delivery service with prospective customers on a more systematic basis than has a Pittsburg dealer. This dealer uses a side car attached to his motorcycle in making quick delivery for tradesmen who cater to persons demanding that wares be displayed at their residences. One of the Pittsburg shoe merchants served by him has built up a flourishing business by delivering sample shoes to customers who dis-



A painter and paper hanger who "tows" his paraphernalia with his motorcycle.

Parcel Post, the motorcycle has become almost a necessity to the carrier in the city, as well as in the rural districts.

And there are numerous other uses for the motorcycle. To merchants, mechanics, and professional men to whom the commercial motor car is out of the question, the motorcycle in its many guises and with its modern attachments comes as a solution to the problem of quick and simple transportation for man or merchandise.

Pictorial Digest of the Week



JAPANESE STUDENTS IN OPEN REVOLT AGAINST BUREAUCRATIC RULE.

More than half of the rioters in the Tokio outbreaks that forced the formation of a new Cabinet were young men and many of them were university students. The photograph shows a Member of Parliament in his rickshaw, with policemen trying to make a path for him through the mob. The revolt was an emphatic protest against increased taxes and against the effort of certain leaders to carry out their own ambitions in the sacred name of the Emperor. The people of Tokio and other large cities suddenly checked this ambition.

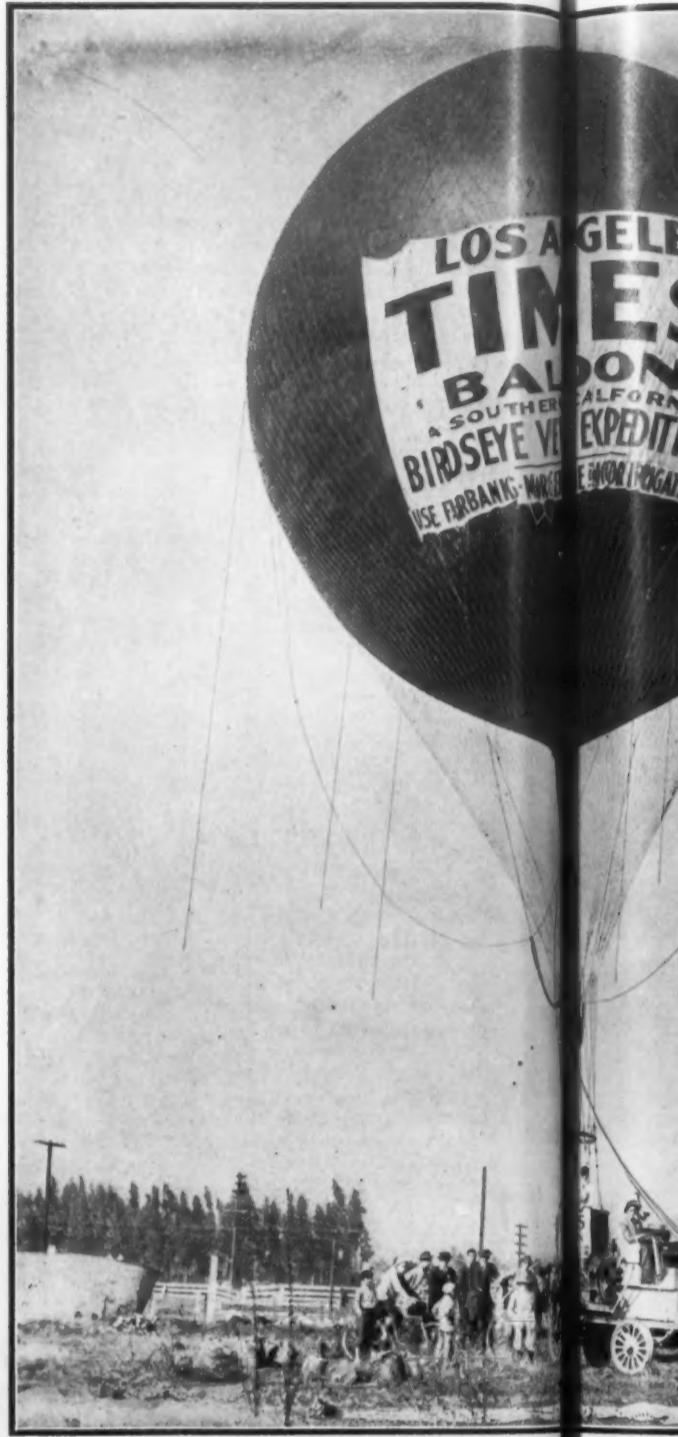
T. OKADA



WHERE THE AMERICAN ARMY ON THE MEXICAN BORDER GETS ITS BREAD.

This is a battery of field bakeries "ready for action." The American soldier no longer goes to the front with a supply ofhardtack alone. The central army posts have field bakeries as well as field batteries, ready to be rushed to the front to supply fresh bread. The modern idea is that a well-fed soldier is a better fighting man than one poorly fed, and less susceptible to disease. It is one of the lessons learned in the Spanish War.

PAUL VERNON



TEAM-WORK BETWEEN A BALLOON AND AN AUTO-TRUCK.

This unique outfit is traveling over Southern California for the purpose of making or lowering the balloon. The two chief difficulties—the inflating and deflating of a gas engine. To the body of the auto-truck was riveted the gas tank. When the photographer has finished his work in the orange groves, the balloon is brought back to the truck at an altitude of 1,200 feet above the ground.



A MACHINE-GUN STOLEN BY MEXICANS FROM THE 13TH UNITED STATES CAVALRY.

This gun, with 9,000 rounds of ammunition, was stolen at Hatchita, N. M., and recovered at the rebel camp at Salazar, Mexico. This gun can hurl more shots in a minute than an infantry company can discharge at three volleys. Some rapid-firers have a record of twenty shots a second, but 250 shots a minute is a fair average. For close-quarters work and for repelling cavalry attacks they are terrible engines of death.

H. H. WALKER



EIGHTEEN PARIS BANDITS FOUND GUILTY.

For more than a year the case of these bandits has been the subject of much interest. Large numbers of soldiers had been called out to assist the police in their search. The bandit leaders were constantly threatened with death during the trial, but were found guilty and sentenced. Four were sentenced to death, and the others to life imprisonment. The capital has experienced for years. The photograph shows the bandits in court.



BUILDERS OF AN ALL-THE-YEAR HIGHWAY.

Members of the Southern National Highway Association recently met at Atlanta, Ga., to plan the construction of a highway from Miami to the Tennessee line; through Knoxville and Nashville, Fort Worth, Roscoe, Brownfield, Tex., Roswell, N. M., and so on.

Top of the World's News



MILLIONS LOST BY A DRY-DOCK DISASTER.

At the new naval base of Pearl Harbor, near Honolulu, a monster dry-dock nearing completion has collapsed, as shown in this picture, taken an hour after the disaster. It was being built in sections to accommodate vessels of varying size up to the 1,000-foot length, and an appropriation of about \$3,400,000 had already been expended on the dry-dock alone. What has happened is exactly what happened when the dry-dock was first begun. The floor of the harbor is of coral and clay strata; a temporary basin was first constructed and the water pumped out. As soon as the weight of the water had been removed, pressure from beneath forced the floor of the basin upward and destroyed the temporary dock. The engineers and contractors made a careful examination and decided to "nail" the floor down. Immense piles were driven



through it and concrete poured over the heads of the piles; this, in their judgment, solved the problem. Their error (only one of judgment probably) appears now, just before the dry-dock was supposed to be ready for use. When the water was pumped out of the basin, the hydrostatic action forced up one corner of the floor to a distance of six feet, causing the sides to collapse. The actual loss cannot be stated until an official report is made.

As a naval base, there is nothing under the American flag comparable to Pearl Harbor, which is the key to the Pacific. It is a great land-locked harbor, large enough to shelter the whole American navy, yet so easily defended that no hostile fleet would think of approaching it. In shape it is like an oak leaf, the stem being the narrow tortuous entrance, 4 miles long.

WORK BETWEEN A BALLOON AND AN AUTO TRUCK.

In southern California a farmer of making photographs of farms and ranches and the inflating and lowering of the balloon—were overcome by the use of 1,200 feet of steel wire, with its end attached to the balloon. The auto-truck was riveted to the balloon and was raised to the top of the balloon. The balloon was brought back to earth by the gas-engine. In the balloon trails behind the truck at an elevation of several hundred feet.

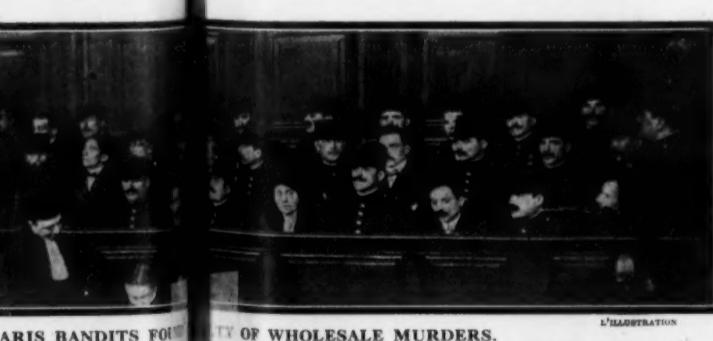
ALBERT MARSH



HOW BRITISH SCHOOLS TAUGHT A GREAT LESSON OF MORAL HEROISM.

During the impressive memorial service in St. Paul's, held in honor of Captain Scott and the four explorers who died with him in the Antarctic, the public schools throughout Great Britain also held impressive services. With the pupils standing, the headmaster read the story of the tragic end and Captain Scott's last letter. It is one of the ways in which Britain teaches a coming generation that "England expects every man to do his duty."

GRAPHIC



PARIS BANDITS FOUND GUILTY OF WHOLESALE MURDERS.

Twenty-two bandits has been found guilty of wholesale murders in Paris. Their arrest was accomplished only after a long trial, but eighteen of the twenty-two were found guilty and sentenced to death, and the other four were sentenced to life imprisonment. The photograph shows the bandits in court, each hand-cuffed to an officer.

L'ILLUSTRATION



GOOD WALKERS IN A GOOD CAUSE.

These enthusiastic women walked all the way from New York City to Washington to attend the Inauguration. Some of them, including "General" Rosalie Jones (shown in the foreground), had walked from New York to Albany to deliver a woman's suffrage message to Governor Sulzer. It was a notable campaign of advertising and made friends everywhere for the cause which the walkers represent. And it was a healthy exercise for the "hikers."



FAN ALL-THE-YEAR DAY FROM OCEAN TO OCEAN.

Highway Association of North Carolina, using the highway from Asheville, N. C., thence to Little Rock, Hot Springs, Texarkana, Dallas; thence by Clifton, and Phoenix, Ariz., to San Diego.

H. W. PEPPER

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How a Girl Sought Work in a Great City

No. 9—The Hudson Tunnels Afford Splendid Opportunities for the Inexperienced Worker

By EDITH TOWNSEND KAUFMANN

FOR weeks my application was in for a position as ticket seller in the Hudson Tunnels at New York. I had heard from other girls that there was never a better position than this one, and so I had been hopefully waiting for some recognition of my application. And yet when I received it at my home, and was told to report at 30 Church Street, where girls were given employment, I was scared stiff. I found that my references had been looked up, that a bond had been taken out and I was requested to be seated and go through a regular public school examination in addition, subtraction, multiplication, and division. These rudimentary mathematical principles were necessary in order to have me make change correctly. That I qualified was evident when I was told to report at one of the "less busy" stations, and become initiated in the work of selling tickets to the throngs that come and go from New York to New Jersey by way of the tunnel accommodations.

I was terribly nervous, moreover I was terribly sleepy, for seven a.m. is early to begin a day, and it was necessary for me to leave my home at quarter of six to be on hand promptly. A very kindly man, who had been on duty all night, awaited me with a cup of hot coffee and told me not to be nervous. He showed me the \$50 stake for the financial beginning of change making, and told me that at the end of the day the tickets on hand, the cash, and the receipts would all be counted up to properly tally and dovetail.

The ticket buyers began to come rather rapidly as it was getting along toward the hour when wage earners were making for their city offices. There was one long roll of five-cent tickets, another of two-cent ones. At the side the pennies, nickels and dimes were laid out in convenient array, and the bills were in the drawers. My first buyer was a man who shoved in a dollar bill and said "three twos and two fives." The regular fare is seven cents and I had attuned myself to "one seven," "two sevens," etc., but "three twos and two fives" made me grow moist and unhappy, as in the days when I was told to progress to a proper solution from "let x represent the unknown quantity."

Finally I decided, while the man glared, that the total would be sixteen cents and I would have to give him in change, 84 cents. I know I was awkward, and in pushing out tickets and change into the little glass cup-shaped receptacles, I trembled so that the man said, "I guess your cage isn't over comfortable, you'd better put on a sweater."

I resented this, for there were two electric heaters making one feel as warm as toast, and it was only a nervous chill that rattled the change into the glass cups. The man had hardly reached the ticket box, when I realized that I had given him four twos, instead of three, two of them being stuck together. This was my first error and I knew if I kept up such stunts I would be mighty short on my day's salary.

As the crowds came in bunches, and "two sevens," "one five," "six sevens," and other variations of ticket demands kept me mathematically on the jump, I had no time to count up whether I had given too little or too much. It was strenuous, but it was the best sort of mental gymnastics. Just when I was beginning to pat myself on my back a man thrust a dollar bill through the window opening. "One seven," he said. I handed out ninety-three cents and settled back in pleased satisfaction over my arithmetical acumen. "You've made a mistake," he said, fingering the change that I had passed out.

"Mistake, how?" I queried. I hadn't been going over seven from a dollar without knowing that ninety-three cents was correct.

"I gave you five dollars."

"You did not," I flared. Here was where I just had to assert myself. "I haven't a five-dollar bill in my whole cash collection."

"I gave you five dollars and I want \$4.93 change," he persisted. I looked frightfully pale, and I have an idea that the man thought I would weaken. It flashed through me in a minute that he knew I was a novice, and was playing a little confidence game on me. "See here," I said, "I will prove to you that I haven't a five-dollar bill in this whole till," and behind the little caged window I showed him the ones and twos, dimes, quarters and nickels. "Now," I said, "I will buzz for a cop," and I did. But before the policeman arrived my get-rich-quick friend had bolted down the stairs as though his Satanic Majesty were after him.

Things moved smoothly after this, until the wind got busy and blew away the tickets that I had thrust out to a woman who was standing with a dress-suit case and two children waiting for change for a quarter. "You're a nice one you are," she began, in tones that wafted from one end of the station to the other. "Couldn't you see I wasn't able to hold on to Jimmy and grab those tickets?" "Well, I couldn't hold on to Jimmy, could I? My duty was just to hand you your tickets and your money." I was mad,

over-nervous, and not a bit nice. Tears came into the woman's eyes and I felt like a dog.

"Never mind, here's other tickets, I am sorry they blew away."

The poor little mother, relieved, and sorry for her impatience, gave me a look of gratitude, carefully gathered up the tickets, smiled through fast-gathering tears, and went on to the train with Jimmy hanging valiantly to her skirts. The ticket chopper found the lost tickets, so that I wasn't out anything after all excepting temper and I was mighty sorry I lost that, for the Hudson Tunnel job is a cinch, and one doesn't have to contend there with half the ugly, disagreeable things that are part and parcel of office life.

For a while after that everything was quiet. It was simply a repetition of "one seven," "two sevens," etc., and then I wandered a man with a desire to converse, and run his vowels and consonants together in a way that would have been fatal to trains under high headway. In a beautiful high falsetto, he started: "A bird in a gilded cage." I tried to ignore his operatic endeavors, but he wouldn't be squelched. He roared and trembled from high C to low B and then he was removed. I don't know why that bird in the cage allusion should have annoyed me, but it did.

The ticket chopper tried to revive my spirits by saying: "We don't see them often so boisterous in the morning. Don't get scared; he couldn't get at you, even if the cop hadn't nabbed him." After all, there was some consolation in being behind the bars.

In an interim of quiet I thought I would fix up my money into neat little piles. I had my pennies just arranged in a cute column when a man stuck a ten-dollar bill through the window and asked for three sevens. I never realized before how helplessly mushy my mind could be. Three sevens—twenty-one cents, and four cents a quarter, and three more quarters one dollar. When I reached the dollar I was safe. I could go the ten-dollar change limit without any trouble.

The man laughed. "Guess you never saw so much money in your life before."

I would have liked to say something withering, but as is always the case, the brilliant thing that I should have uttered didn't come to me until I was just going to sleep after my strenuous day.

Just when I was beginning to feel a little tired, one of the "manager ladies," the dearest thing with blond hair and blue eyes, came to me and said:

(Continued on page 307.)

Where Working Girls Become Queens

By MRS. C. R. MILLER



QUEEN FOR A DAY.

A busy girl of the business world becomes Queen of the Pageant, gowned in royal robes and ermine, attended by maids and heralds.

WE frequently read of the self-supporting woman who marries her employer and goes from her desk in the office to preside over his palatial home, or of a saleswoman who by close attention to business has risen to the management of a department in the big mercantile houses of our country or who has come into a fortune by kindness to a customer, etc. The world loves successful people, and especially successful women and the newspapers eagerly chronicle the news of a working girl's good fortune.

In Philadelphia the self-supporting girl becomes a queen—at least for a night when the "Twelfth Night" Revels take place at the Young Woman's Christian Association building in that city. More than three hundred girls who earn their living as stenographers, clerks, sales-women, milliners and seamstresses board at this big home which is really a comfortable hotel where the self-supporting woman may live in comfort for a nominal sum. A number of well-known Philadelphia women look after the affairs of the Association and one of them, Mrs. A. E. Carpenter, a woman of remarkable executive ability, was in charge of the latest Twelfth Night Revels. Mrs. Carpenter has been interested in the work for thirty years, and for the past decade the Revels have been under her supervision.

For several weeks before the event Mrs. Carpenter and

the girls planned and made costumes, with the occasional advice of Mrs. H. W. Green, the president of the Association. The chief engineer of the building, George Benson, and his son, offered their services as decorators and literally turned the Assembly Hall into a fairy bower. Great ropes of green in which were entwined colored electric lights were suspended from the ceiling forming a canopy over the main floor. Across the top of the platform there was a network of laurel ropes and poinsettias, while in the center, directly over the queen's throne, a huge star formed by electric lights glittered and threw its rays over the shimmering costumes of the "Revelers."

Many of the girls do not reach home until six p.m. and in order to give them plenty of time to dress the Revels were announced for 8:30. Shortly before this hour the girls gathered in one of the large rooms and formed the procession. Promptly at 8:30 the big doors of the Assembly Hall swung open and the heralds appeared closely followed by two guards clad in quaint Egyptian costumes.

The queen, Miss Florence Campbell, came next wearing her royal robes with queenly dignity. Miss Campbell was elected to this honor by the girls after a spirited contest and as she entered the hall the large audience present rose to their feet and applauded. She was followed by a number of ladies in waiting, flower girls, pages, etc., and the "populace" who had come in fancy costumes to do honor to their queen. The procession marched several times around the hall before escorting Queen Florence to her throne which she occupied during the early part of the Revels.

After the subjects had greeted the queen, there was dancing in which the men friends of the girls participated. At ten o'clock a committee of ladies served refreshments and the Revels closed about eleven. Late hours are not sanctioned by the managers of the Y. W. C. A., as they believe that the health of a woman depends on plenty of sleep as well as clean living, and the girls readily acquiesce in this belief, and long before midnight the Revelers were in the "Land of Nod."

It was one of the prettiest and most congenial affairs it has ever been my pleasure to witness. The girls were pretty and far more refined in their manners than the average society girl of the present day. There was a genuine cordiality among them and there is little doubt that they went back to their work the next morning feeling that their lines had been cast in pleasant places in having such a home.

The Y. W. C. A. is doing an excellent work in many of our large cities in its protection to our young girls,



THE QUEEN'S ATTENDANTS.

Four ladies-in-waiting to the Queen, who cast aside their business cares, to serve as royal ladies their sovereign for a day.

sheltering them, as it does, from the discomforts and temptations of the cheap boarding houses. In the big building at Arch and 18th Street in the Quaker City the girls live in a refined, home-like atmosphere—within their means. Those who can afford it pay \$5.00 a week and others whose salaries are smaller have practically the same comfort for \$3.50. This includes a single room, three substantial meals every day and the laundering of a dozen pieces of linen. If the girls do not return home to lunch they are given one to carry with them packed nicely in wax paper.

The girls may receive gentlemen callers and there is an attractively furnished double parlor set apart for that purpose. They may also go out in the evening as well. The "house mother" is a gentle, refined woman, who, while she keeps an eye on the coming and going of the girls, wins their confidence by kindness and love rather than by rules and regulations. Indeed as I saw them at dinner one night they seemed like a happy family of sisters. Many of the young women are from the country or small towns, as only girls who have no homes in the city are eligible for admission as boarders. Any self-supporting woman, however, may take her meals in the restaurant for a moderate sum. She may also use the library and reading room.

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How a Girl Sought Work in a Great City.

(Continued from page 306.)

hair and a plump figure, pushed open the door of my cage, and with a smile that showed every white tooth in her head, said, "It's getting tired," and I echoed, "It is." Then came my time off, and I went home and when I thought over the fact that I was being paid for two hours I didn't work, this position seemed better than anything I had tackled so far. It's pretty good, don't you think, to make \$9.50 for only five hours, and \$17.50 from seven to seven, with three half-hour reliefs and three-quarters of an hour for luncheon.

My manager, who had been employed ever since the tunnel started, told me, when I came back in the afternoon, that no girls work at night. Moreover, they are fully protected from the advances of men who are inclined to be frivolous, by watchmen who are ever alert to stand guard over the feminine employees of the Hudson Tunnels. And then, while only one or two persons came through asking for "one seven," this kindly sponsor told me of the fine times the employees had at a ball, and how Mr. Harvey Fiske, one of the biggest stock holders, made them all feel fine by his wonderful courtesy. "There's only one thing to say," said this friendly woman at my elbow, "he gives us a square deal. That's the motto here—a square deal. Well, good-bye," she said. "Just sit tight, and after the first day you'll never want to work anywhere else."

"But my cough," I protested. "You won't have it after you have been here a month," said my friend. "I've gained twenty-five pounds in four years. It looks sort of blustery from the outside, but it's mighty comfy on the inside. Two electric stoves sometimes are really hotter than you want." The rain was simply teeming outside and everyone that came to the window was cross and dripping. They eyed my number, hung up on the card over the opening above the glass cups, and I felt like the guard on the L road who is to be reported for accident or inattention to duty.

The work wasn't hard, but the world was ugly. I found that the traveling public can be mighty mean. In fact, not only mean, but so stupid that I, handing out tickets, would sometimes have liked to hand out slaps too. Now, can you imagine a woman standing at the window, just saying "tickets," and expecting you to know whether this means five and two, or two or what? Then when you cannot immediately do a mind-reading turn the woman glares, if no worse, a whole line is tied up, and you are held responsible for the trouble. One thing must be said, however, the other employees have gone through the same thing and they do not run with tales to the powers that be.

By and by, you just calmly let the troubles disturb you as little as possible, and then you begin to enjoy a position that gives better returns for the effort put forth than almost any I have investigated. If you are not on a "too busy" station, there is opportunity to read a little. There is a chance even to do some sewing, and the opportunity for making friends is tremendous. This does not mean the flirtatious acquaintances that are here to-day and gone to-morrow. My friend, the manager, told me of friendships that had been established since the opening of the tunnel tubes four years ago. She told me of intimate family histories and of pleasant associations. She didn't have to talk, the friendly "Good morning, Jeannette," and the respectful greeting from scores who passed through the gate told their own story. When she left me once more alone, I floundered helplessly with the problem of the two-cent ticket.

The chopper takes a rest, when travel isn't too heavy, and then it was up to me to record the two-cent tickets by the medium of the turnstile which clicks as each person goes through. Under the counter a cash register marked off each two-cent ticket. Let me tell you that between the selling of tickets and keeping tab on the "outgoes" I was pretty busy. But it was pleasant work, and if the Hudson Tunnels have brought New Jersey and New York in touch they have likewise opened a new and pleasant field of occupation for girls of no previous business experience.

How a Tariff Made an Industry.

THE remarkable growth of the tin plate industry in the United States well illustrates how protection can give birth to an industry and secure its development to world-wide proportions. When it was proposed twenty years ago to develop the tin plate industry by putting a tariff on tin plate, the free traders laughed at the proposition. The suggestion of creating such an

industry here in competition with the established tin plate makers of Wales they treated as a huge joke. But see what has happened. The industry began to get under way about 1890, since which time there has been a gradual decline in imports accompanied by a gradual increase of exports of tin plate, both movements being sharply accentuated in 1911 and 1912. In 1890 we imported 135 million pounds of tin plate valued at 4½ millions dollars. In 1912 our imports amounted to only 4½ million pounds, valued at a quarter-million dollars.

The comparison of exports is even more striking. In 1900 tin plate exports amounted to half a million pounds, with a value of \$31,000. In 1912 we exported to 39 different countries in all parts of the world 183 million pounds of tin plate, valued at 6½ million dollars. Twenty-two years ago we had to import 135 million pounds of tin plate and manufactured none. In 1912 imports had dwindled to a practically negligible amount, we were able to supply our own growing needs, and in addition supplied the rest of the world 37 per cent. more than they had supplied us twenty-two years before. Exact figures showing the number of establishments and employees engaged in this industry are not available, because many factories make tin plate in connection with sheet iron and other products. An official publication says that there are approximately 20,000 hands employed, and their annual wages are \$13,000,000. The official figures of the production of tin plate for the year 1911 show an output of 1,619,005,000 pounds. Here is proof of the value of protection that ought to convince the free trade theorists that they should go slow in their program to upset industries which cannot thrive without protection but which with reasonable protection give employment to thousands and add to the general prosperity of the nation.

Life-insurance Suggestions.

THE evil results of the failure of heads of families to take out life insurance policies was emphatically made clear lately through investigations conducted by a daily paper in Brooklyn, N. Y. This newspaper, animated by a benevolent purpose, sought to supply relief to persons in extreme need. Its representatives inspected the poorer sections of the borough and found 500 cases of great destitution, the majority of these being widows with children. Most of these women had been in comfortable circumstances while their husbands were alive, but each had been left with little or nothing at the death of the provider for the family. Had the men in each instance only secured life insurance policies of the kind yielding monthly incomes to dependents, the lot of all these wretched women and children would have been more tolerable, and they would not have had to look to charity for the very bread they ate.

P., New York: The Preferred Accident has been in business for over twenty years and makes a good report.

D., Miamisburg, O.: The Aetna of Hartford, will give you the security you desire and under the circumstances the change you speak of would look admirable.

S., Council Grove, Kans.: The LaFayette Life was organized seven or eight years ago. It can hardly be compared with the well established old line companies for expenses of management in a new company are always high.

S. B. H., Indianapolis: The American Central was established in 1899 and reports a progressive business with a fair surplus. The Meridian Life was established in 1897. Both of these companies are among the smaller ones with whom it is unfair to compare the great long established, prosperous insurance organizations.

Salesman, Detroit: Every one who runs any risk in life should carry an accident policy. The cost of this form of insurance is very moderate. For fifty cents a week, one can get a \$20,000 accident policy in as good a company as the Travelers, and smaller policy at a proportionate rate. 2. If you will give your name, address and date of birth and write to the Travelers Insurance Company, Hartford, Conn., for particulars of the "Travelers latest 20-25" Policy, you will get all the information you desire. This policy is particularly attractive for travelers because of the very generous return it makes for serious disabilities. The high standing of the Travelers and the promptness with which it handles its claims recommend it.

C., McKenzie, Tenn., and E. W. L., Chicago: The Missouri State Life was organized in 1892 and reports a progressive business with a rather generous expense of management. It would be well to compare its policies with those offered by other companies.

Hennet

A Great Financier.

THE Life Story of J. Pierpont Morgan, by Carl Hovey, is an interesting biography of the great financier. It tells of his early life and business beginnings, with a full account of his great achievements. It contains anecdotes, inside facts, and a study of Mr. Morgan's striking personality. Some of the most noteworthy features are Mr. Morgan's struggle with Jay Gould and the other battles of his career, up to the panic of 1907. The book clearly reveals Mr. Morgan's genius for controlling complex monetary situations. New York, Sturgis & Walton Co. Price \$2.50 net.

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Putting the Motorcycle into Good Trim.

(Continued from page 300.)

bath long enough to absorb all the oil possible, as it must depend upon this to keep it from cracking in hard service. The belt should never be allowed to become dry, as in this condition it will quickly crack and go to pieces.

Riders will probably feel that some kind of clutch dressing is needed preparatory to starting their machines on a summer season, but this is a question for individual decision. Some clutch makers forbid the use of any dressing on their products, while others recommend one special compound. Naturally, the only course open to the thoughtful motorcyclist is to learn from the maker of the clutch how it should be treated. Clutches that show a tendency to slip, even after adjustments, are sometimes treated with a fluid dressing containing graphite.

If the tires were not removed when the machine was sent into winter quarters they should be taken off during the spring overhauling. The rims should be examined, dents attended to and loose spokes tightened. The inner surfaces of the rims should be sandpapered until they are perfectly smooth before the tires are replaced, and care must be taken to prevent any foreign matter from entering between the rim and the casing. Gravel or other road material that finds its way inside the casing will play havoc with the tube. If a tire is not badly worn, but simply cut in one or two spots it should be vulcanized at once. A neglected cut will prove costly, but if attended to in time it may have little or no effect on the mileage of the tire.

When the rider has his motor in trim and his tires ready for the road he probably will turn his attention to the cleaning of the nickel parts and brass fittings on his mount, and here he must use his own judgment as to the best course to pursue. Quite a few experienced motorcyclists, here and abroad, are finishing all bright parts in black and thus avoiding the worry incident to fighting rust. This applies to handlebars, horns, lamps, speedometers, etc. The effect may be rather gloomy but it solves a problem. After all, "handsome is that handsome does." If the motorcycle is in condition to put forth its best mechanical efforts—and there is no reason why it should not be—no rider will find time to bemoan the dimming of a few erstwhile bright fittings.

The Public Forum

THE TRUE SIGN OF PROGRESS

President Butler, of Columbia University

WHETHER a man is progressing or not depends entirely upon the direction in which he is facing when he begins to move, and not at all upon the label that he bears. An avalanche roaring down the side of a mountain in obedience to the law of gravitation is not moving upward simply because it carries with it a sign post marked "Excelsior." Change, which many persons mistake for progress, is the mere restless and ill-considered disturbance of conditions with little or no regard to the teachings of experience.

LABOR'S DANGEROUS LEADERS

Cardinal Gibbons

THE leaders of the I. W. W. are demagogues unstable and dangerous, who are leading the poor workingman into labyrinths of strife from which he will find it hard to extricate himself. Upon labor and capital depends the prosperity of our country. Together they must solve the problems which come up from year to year. They must work out their destinies together. If they do this amicably prosperity and healthy growth will be the portion of our nation. I deeply deplore these great labor struggles. They bring no good results. As a general thing they bring only loss of time, loss of wages and of the peace of the community, and sometimes, I regret to say, loss of life. Let the laboring man beware the demagogues represented by the I. W. W.

A HOST OF DEGENERATES

Rev. Dr. Charles A. Eaton, of New York

THE fact is, we produce degenerates in enormous numbers in this country. They are free to go and come as they choose. That is to say, the lowest, the worst and the weakest come into contact with the highest, the best and the strongest and destroy them. The causes are three—lax immigration laws, the abnormal growth of our cities and our universal indifference to moral obligations both in money making and money spending.

WHY WE HAVE STRIKES

Dr. Charles W. Eliot

THE managers, leaders, and promoters of strikes are frequently foreigners or persons whose parents came to this country from Europe, and a large proportion of the men who engage in them are of foreign birth. To be sure, it is only a small fraction of the United States which is organized in labor unions. But this small fraction is active and possesses in combat the usual advantages which result from compact organization. This condition of affairs I ascribe to the fact that the schools have not in times past effectively handled this population, for we permit a group of people who do not speak our tongue and who do not know our customs to make themselves an indispensable part of our productive machinery.

WHERE THE CHURCH STANDS

Bishop McCormick, of Michigan

I LABOR means the American Federation of Labor, the overtures between the Church and labor might not be unfriendly or unhelpful. If it means the Industrial Workers of the World, marching under the banner "No master, no God," these overtures might be found more difficult. Nor can the Church forget that she is responsible to God and man not only for the workingman, but equally for his employer, the farmer and his hired man, shopkeepers, tradesmen, clerks, non-unionized and unskilled. The Church must know and love them all.

GO SLOW IN TARIFF CHANGES

Col. Robert M. Thompson, of New York

PEOPLE have a hazy idea that taking the tariff off would put down prices. So it will, but it necessarily will put down the price of labor at the same time that it will put down the price of goods, and during the period of adjustment there will be more or less disturbance and suffering. If public opinion could influence the Democratic majority in Congress to pass a bill providing for the reduction of the duties 5 per cent. every year until the limit was reached to which they wished to go, or until the tariff was completely wiped out, the country would adjust itself to the new condition, without shock or disturbance. If at the same time a commission were appointed to consider the items in the tariff which were, or were alleged to be, unfair, and could correct these, we would have an ideal condition; but if public opinion forces the calling of an extra session and the rushing through of a number of bills to which no great consideration has been given, even though the bills may be in themselves perfect, very serious disturbances may occur if the majority of the people do not think them so.

THE WORST BANKING SYSTEM

Prof. Joseph F. Johnson, Dean of the School of Commerce, New York University

BY accident, this great and rich country of ours has the worst banking system in the world. It causes a panic every five years. Our Government is the worst Government in the world. In New York City alone methods of inefficiency cause the waste of between \$200,000,000 and \$300,000,000 annually. In what other country is the budget eliminated and neglected as it is here? We are the only people on the face of the earth who don't do business in a business way. Who's to blame because our banking system is thoroughly bad? Why nobody. You can't find a responsible party because our system of dividing authority gives us a hodge-podge of authority.

HOW TARIFFS INCREASE PRODUCTION

Charles M. Schwab, President Bethlehem Steel Corporation

THIRTY years ago Great Britain manufactured 5,000,000 tons of steel a year, while Germany manufactured about 2,500,000 tons, and this country less than 1,000,000 tons. Last year the total output of steel from Great Britain furnaces was about 5,500,000 tons, an increase of about 10% in thirty years, while Germany's output has increased to upwards of 12,000,000 tons, and this country to about 25,000,000 tons. In other words, under a reasonable protective tariff, the industry has increased in this country upwards of 2500%, while in Germany it has increased between 500% and 600%, and in Great Britain less than 10%. A ton of Belgian steel can be landed to-day in New York as cheaply as it can from the Bethlehem Steel plant. This is owing to the great difference in labor wages. What would be the use of opening our markets to the cheap labor products of other countries? I do not believe that any change in the tariff that may be made will adversely affect the iron and steel industry in this country. A reduction in tariff means a lowering of wages.

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One Woman's View of the Motorcycle

BY NELLIE EVELYN BAILEY



THE LATEST IN FAMILY CARRIAGES.

The entire family, including the dog, taking a journey on a motorcycle and thoroughly enjoying the trip. This family finds its "little automobile" both a pleasure and a convenience and would not live without it.

WE ride a motorcycle, my husband and I, and sometimes our baby boy sits on a little seat in front of his daddy. Often, too, our bulldog enjoys an outing, sitting contentedly upon my lap. Not long ago we had occasion to go up the valley some hundred miles and we left Portland, Ore., in the cool of the morning, speeding past field and forest, the scent of the new green vegetation in our nostrils and the rush of cool, fresh air in our faces. We swooped like a bird down all steep inclines and up the opposite side, the "chug chug" of our well-timed engine the sweetest of music to our ears. Just as long as the "gas" held out we felt sure of many miles of the exhilaration of speed. I am as great a speed fiend as my husband and when we strike a perfectly good stretch of road he "opens 'er up," and the way we get over that road is an inspiration.

Taking the East Side road to Oregon City we hit a leisure pace, as we were in no hurry and wished to enjoy the scenery. The road, as all who have traveled it know, is very hilly both before and after you reach Oregon City, and especially steep and rock strewn is the hill you encounter as you pull out of that town. For a distance of one and one-half miles the grade ranges from twenty-two to thirty-eight per cent. Our engine took the steepest places, however, as cheerfully as though it enjoyed them, chugging away rhythmically and giving one a sense of great power under perfect control. To us the cycle really seems to be alive and to understand. Just treat it right, give it plenty of "gas" and "oil" and like a well-fed thoroughbred horse it will give you the best that is in it.

At Salem we partook of an early lunch, took in the Cherry Festival, and continued our journey. We spent an hour or so at Independence visiting friends and waiting for the heat of the sun to abate, then we resumed our trip to Corvallis. We reached Corvallis without further incident in the cool of the evening, tired and dusty, our engine apparently as fresh as ever, we never having to stop on its account except to remove a piece of gravel from the intake valve, and never dismounting except when we wished.

But this is only one of the many pleasures of the motorcycle. There is also the commercial side in which it has an infinite variety of uses. In my husband's business he has a great many things to look after, such as securing materials, etc. We live five miles from the business section of the city and if my husband were compelled to ride on a trolley car, the round trip to town with his many errands would require the greater part of the day. With the use of the motorcycle he can attend to his downtown business and be home at work within a period of an hour or two.

A motorcycle, being small and easily controlled, can speed through a crowded thoroughfare with absolute safety. Hence, for special delivery of groceries, messages, telegrams, etc., nothing equals the motorcycle. It's the most efficient vehicle for physicians' use and will in a short time replace both the horse-drawn vehicles and the autos now being used by members of this particular profession.

A few days ago our little boy was bitten by a neighbor's dog and after phoning to several physicians with no response we took

the little fellow on the motorcycle, to the nearest physician's office and returned within an hour, the finger having had proper medical attention. Had we been compelled to await the arrival of a physician the bite might have proved fatal. Every day we find some new method by which we are able to save time and money by using the motorcycle.

Valuable Sidecar Hint.

THE sidecar can be attached to any make or model of motorcycle. Adjustable fittings are provided by means of which the width of the "track" of the side wheels may be regulated, and after these have once been properly set, the attachment or removal of the sidecar is a matter of but a few minutes. But an improper adjustment of these fittings can result in much damage to the sidecar—and even to the motorcycle itself. The sliding couplings should be so set that the wheel of the sidecar revolves in a plane parallel with that with the rear wheel of the motorcycle. If these wheels "toe-in" or "toe-out" the point of contact of the sidecar tire with the road surface will rub as well as roll and the fabric will be worn away quickly. It is necessary to measure accurately the distance between these two wheels. The measurements between opposite points at the front of the rims should be exactly the same as those at the rear of the rims. When these measurements are identical it may be known that the wheels are absolutely parallel.

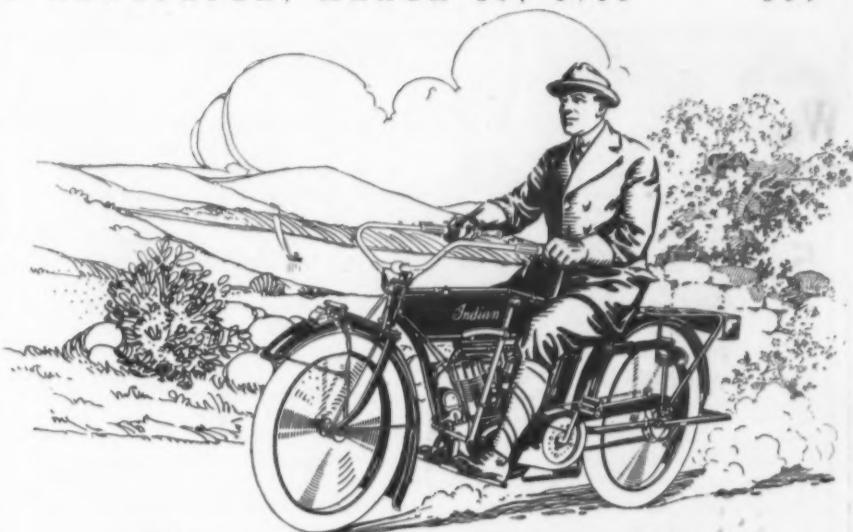
Figures on Motorcycle Upkeep.

A. H. PENDL is a special delivery messenger in Chicago. He formerly used a bicycle, but now by riding a motorcycle, he is able to carry a great many more messages every day, and earns considerable more money than before. His expenses have been practically nothing—a total of \$9.50 for a year's riding. He bought the machine he is now using late in February, 1912. Since then he has covered more than 12,000 miles. The \$9.50 upkeep expenses comprised \$3.00 for batteries, \$2.00 for tire repairs, \$1.00 for pulley lagging, and \$3.50 for ignition points. This is the entire mechanical expense.



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The Indian Motocycle

The 1913 models of the Indian Motocycle are as complete and satisfying as the most exacting rider could demand. The prime essentials of Power, Speed, Flexibility, Comfort, Reliability and Ease of Control are positively superb in each instance. No less than eleven improvements this year. Twenty-nine minor "refinements" in addition. Most important new features are those providing absolute riding comfort. No jolting—no vibration.

The Cradle Spring Frame

is the greatest of all improvements. Riding on the Indian is like riding on air, so smooth is it running. There's no strain on the nervous system and no unnecessary jarring of the machine and fittings. The "life" of the motorcycle is greatly increased.

Equipment of footboards in addition to

Any speed from 4 to 50 miles an hour. Free Engine Clutch gives the Indian a thousand speeds. Motor has reserve power that takes you up any hill. Wonderfully economical motorcycle to maintain. No "extras" on the 1913 models. No increase in prices.

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Prices: **4 H.P. Single Cylinder, \$200** **F. O. B.**

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Mexico—"A Continuous Performance"

By G. A. MARTIN

TRAVELING in circles, politically speaking, for the past two and a half years, Mexico is back today where it started—unless there shall be another change of government after this is written. But Mexico has learned that changes are not always what they are expected to be and that revolutions are not only costly in killed and injured, but that they are economically just as expensive.

Madero came into power on the wave of popularity which he had gained as the head of the revolution—but he could not fill the shoes that he had wrested from the feet of the aged Porfirio Diaz, the "Gray Eagle of the Chapultepec." From the very outset of his administration, Madero was weak and vacillating and he not only never managed to suppress all the rebels that he had induced first to take up arms, but gradually he lost friends, and many of his former trusted lieutenants, who had temporarily quit, soon were in the field against him. Madero had promised much and he gave little. The one leading plank of the so-called "plan of San Luis Potosi," which provided that the great landed estates of Mexico would be distributed, Madero failed to carry out. When the division failed, the men who had elevated him to the presidency so that he could give them the lands, could see but one thing to do and that was to put him out as they had put him in.

After a year and more of this, the climax came in Mexico City when Felix Diaz, nephew of the former ruler of Mexico, was released from prison, where he was held as a political offender by Madero, and the rest of the world knows; it is so recent that the world is still shocked at the ferocity of it all. The revolution that Madero had set in motion had gained such momentum that it destroyed the man who started it, and in gaining its momentum it had so completely absorbed the original element it was intended to destroy, that it came out of the wreck with the people on the crest who had been submerged in the first rebellious tide—and today Mexico is again in the hands of the same men who controlled when Madero started the population on the political circle of revolution and banditry.

With the overthrow of Madero the leaders of all elements profess to be trying to get together, and their followers are waiting, ready to accept what is agreed to. Gen. Huerta is military dictator and promises to remain so until peace is restored and fair elections can be held. Then, no doubt, Felix Diaz, nephew of the man who was overthrown by Madero, will be elevated to the presidency. At present he is virtually joint ruler of Mexico with Gen. Huerta. They are surrounded by the men who surrounded Diaz. Their methods of repression are just as firm—widely different from the dilatory tactics of the late Senor Madero—and to all intents and purposes "the old regime" is in the saddle, but it is not riding as hard as

it did when Porfirio Diaz was the riding master. It is giving more attention to the common people. Two of their men have been invited into the cabinet—one of them to fill a newly created portfolio, that of agriculture. It will be his duty to carry out the distribution of the lands, such as the rebels have demanded, and as Huerta, like Madero, has promised. Huerta seems sincere and the men around him seem sincere and they may be able to accomplish what Madero failed in.

On the surface of things it looks as if peace was in sight in Mexico, but this is viewing it from an American angle. In the United States, under a similar state of affairs, peace would be certain, but the Latin-American is so different that there is no telling what he will do. There is an undercurrent of real desire on the part of many of the Mexicans for peace and this will help a long ways towards the desired end. Not in years has Mexico been so unanimously in favor of peace. When Diaz was in power there were always enough enemies to be pleased at prospect of a revolt, and during the Madero regime there were more than enough people wishing for and approving rebellion. But today, all elements, save the few identified with bandit bands, want to see peace. It is the first time such a condition has prevailed in years.

One reason that the Mexican is so uncertain is his lack of education. Out of the 15,000,000 population in Mexico, three-fifths are Indian or half Indian. Few of them have been educated. Some of them do not know that Porfirio Diaz is not yet ruling them; some do not know who is ruling. Many of them only know that their leaders have told them to fight for a distribution of the lands that they have tilled as peons for rich owners. They will lay down their arms today and take them up again tomorrow if told to do so by dissatisfied politicians with clever tongues. This is why the political situation is so uncertain, for there are always dissatisfied politicians in Mexico, regardless of the party in power.

Many of the Mexicans who have been in arms in the two revolutions of the past two and a half years are intelligent enough to know what they are fighting for; many, very many, are not. Hundreds have shouted "Viva plan of San Luis Potosi" and could not tell what the "plan" stood for. Most of them will be satisfied if they can get the land they have been told they were fighting for, however—whether they keep it and work it is another question. Some wise men have said that in a few years the men with money would soon have all the land again and a new revolution would be on, even if every foot of land in the country could be divided now. But their leaders would obviate this by selling it to them on fifty years' time and provide that they cannot transfer it. By the time they paid for it, the leaders say, they and their descend-

ants could be educated to such a point that they would be intelligent enough to hold it.

The majority of the men who have been in arms against the government are of this type, and they are the problem. Diaz ruled them by compelling them; no effort was made to elevate them. Madero tried to elevate them at one great jump and let them help him rule; they overcame him. The new regime is inclined to rule as Porfirio Diaz did, but to gradually elevate the people and in doing so, accept counsel and advice from some of their chosen leaders. This is a better plan than either Diaz or Madero tried.

The strongest handicap of the government at present is its lack of money. A count of the cash in the national treasury the other day revealed only \$92,000 on hand. Industries have been paralyzed, railroads have been destroyed, bridges have been wrecked, farms have gone to waste, mines have filled with water, cattle have been destroyed, in fact Mexico has suffered terribly. It will take time to recover from this and there must be suffering, enough for a strong, patient nation; maybe it is too much for the impetuous Latins. With no money in the treasury even for the ordinary expenses of the government, business so paralyzed that there are no imports sufficient to yield revenue enough to help a great deal, and foreign claims amounting to millions being pressed, the new regime has a task that is enough for strong men. They say that young Feliz Diaz is a strong man; Huerta was a good general and a fighter, but has had no trial as an executive. De la Barra, his minister of foreign affairs, however, is a strong man and there are others in the cabinet who rank high. To these men, Mexico must look for its salvation and Mexico must be patient while they work it out. More revolutions will bankrupt the country and doubtless bring on intervention; it can mean nothing else.

Two years ago next June, I said in LESLIE's that Francisco Madero could never pacify the Mexican people; a year ago this month, I said that Francisco Madero would be unshorn by the men who had carried him into power. I will not venture a prediction today on the outcome in Mexico.

I will merely say that the indications for peace are better than they have been for a decade. Both factions—and I refer to the leaders only in referring to the bourgeois fraction—have learned a harsh lesson. They are willing to concede points to each other. If the great majority that makes up the Mexican population can be held in check, can be guided through the present precarious times, Mexico will come out of it a bigger and better nation than ever; if the hands of the administration are not upheld by the men who have led the population into rebellion and banditry, while the problem is being worked out, then—the answer must come in the history that is to be written.

Reviving Vogue of Little Shops.

A STRIKING development in methods of shopping is shown by the increasing number of little specialty shops. Everywhere along the fashionable avenues and on the streets adjacent to the big hotels in New York and other large cities, even in the heart of the residence section, the little shop is showing a marked revival. While the big department stores will of course continue to be patronized by enough shoppers to keep them going profitably, the exclusive trade is turning toward the specialty shops. If a lady is seeking a new hat she will find more satisfactory styles in the little shops. There is no bargain counter table, where the hats are hauled and mauled, until what once looked fresh and modish, has the bedraggled appearance of wilted lettuce. The sales-women graciously take out of the tissue paper wrappings, hat after hat, with the courtesy that makes buying a pleasure. There is no look of irritation, no obvious annoyance, even though no purchase results from the attention shown. The sales-women in the little shops do not have a sales code that makes it imperative to hang on like grim death to secure a customer. The customer is not jostled and pushed by a crush of bargain hunters in the special shops. The creed there, from start to finish, is courtesy.

As a rule the fittings of these shops is as artistic and out of the ordinary as the goods offered for sale. It does not mean that prices are higher than those demanded in the big department stores. In fact, in many cases, they are actually less, for goods of the same grade, with a more distinctive style

than marks the wholesale collection of waists, lingerie, or hats, alike as peas in a pod.

It is not only for wearing apparel that the woman turns to the little shop. There are tea shops tucked in, near the specialty stores where crumpets, scones and tea, can be enjoyed with a certainty of quality as assured as in the big tea rooms of the fashionable London hotels or in the crowded hotel and department restaurants in this country. As we specialize along all lines it is natural to find a revival of the little shops that sell only one thing and that of a distinctive character, appealing to the better class of trade. The amazing growth of shops of this character bespeaks strongly the appreciation that women of taste have for something distinctive and different, purchased under more pleasing conditions, than when they have to contend with the exacting wear and tear of shopping in the big crowded stores.

Evils That Need Attention.

If sensational newspapers want a field for activity suited to their taste and one in which they might accomplish real good, they will find it in the corruption of municipal officials or the inability of these officials to cope with the corruption that surrounds them. In the management of municipalities, our system of government has shown its greatest weakness. Not only have corrupt rings controlled our cities, but vices have been allowed to spring up and flourish which can be put down only by eternal vigilance on the part of honest officials with the co-operation of the press.

District Attorney Whitman, of New York,

has lately rounded up the leaders of the so-called "arson trust," a gang of men who have made a business of kindling, in a manner not easily to be detected, tenement house fires for the purpose of defrauding insurance companies. The charge for building a fire so as to deceive the fire marshal and the insurance companies ranged from \$25 to \$75. To make the business profitable many small fires were necessary, and the operations of the trust explain the large number of hitherto mysterious blazes. The next move will be to clear up in the same way the equally mysterious and more damaging fires in factories and shops.

The muckraker, who delights to reveal the baser side of life, will find a fertile field for his pen in directions like this.

Make Haste Slowly.

WHEN Arthur S. Somers, a Presidential elector on the Wilson ticket in New Jersey, appeared before the Ways and Means Committee begging for protection on certain items in the chemical schedule, the proceeding was highly amusing to the Republican members of the Committee. Mr. Somers, who had advocated the Democratic policies from the same platform with President-elect Wilson in the campaign, insisted, when cornered by Representatives Hill and Longworth, that he was not really after "protection" but rather an "equitable revision." To which the protectionist may reply that an "equitable revision," which shall equitably conserve the rights of manufacturer, dealer, workingman and consumer, will necessarily be some form of protection.



NASHVILLE—A CITY OF BRILLIANT OPPORTUNITY

This beautiful Southern city is busy with the hum of industry. It already has about 400 manufacturing establishments, employing more than 10,000 wage-earners, and has room for many more. At the last Census it had a population of 110,364.

A Stranger Within the Gates.

(Continued from page 300.)

minutes when I got up in a peaceful state of mind, feeling confident that John was going to be all right again. I looked about the room and every woman there—the men were in the hall—was drying her eyes. They felt so sorry for me, I guess. A door was opened across the hall. I heard some one say: 'We tried our best, but it was of no use.' 'O, doctor, doctor, don't tell me he is dead,' I cried, running out into the hall. 'Madam,' said the doctor, 'I am very sorry to say that he is dead. The shock killed him, I believe, before he reached the ground.' 'O doctor, please don't tell me that,' I replied, 'I can't believe it. Why he was just as well as I am at noon today.' 'I am sorry, Madam,' he repeated. 'We could not save him. Good-bye.' And the two doctors left the house.

"Madam, he is not dead," I heard a voice behind me say. 'He sleeps.' I looked around and there was the most beautiful man I have ever seen—tall, with long brown hair, eyes that made me think of the Master himself, a long, thin, pale face reflecting a light that almost blinded me. 'HE is not dead,' he said again in a voice so rich and pure, 'I will go to him.' Everybody stood aside as he walked slowly to the door and opened it. I started to go in with him. 'No, pray do not, please. I will call you when I want you.' And with that I turned back into the hall with the others.

"Who is he?" I inquired of Mrs. Howard, the woman of the house.

"He is a boarder of ours," she said. 'You know we have a few house guests. He came to us a few days ago. He seems to be a very pleasant gentleman. We see very little of him. He stays in his room most of the time. He has been out several times, however, but I do not know where he goes. He is a very spiritual man, I know. I feel it every time I look at him. And when he goes out of the house I feel as if he had not gone at all. He always has a kind word and has done many good deeds.'

"What do you suppose he is doing there?" I asked Mrs. Howard anxiously.

"I don't know," she replied, "unless he is a doctor and is trying to resuscitate him."

"Perhaps he is a minister and is praying," I replied.

"Well, at any rate, we have confidence in him," said Mr. Howard. 'He is a good man—I can see that. I have absolute confidence in him.'

A dozen people stood waiting in the hall for the stranger. They seemed curious at first, then expectant and, as time went on, I seemed to feel a demand that my husband be restored to life. Thought seemed to go through me like a great wave which finally broke. A few moments later the stranger appeared.

"Is Mrs. Murray here?" he inquired.

"Yes, here I am," I replied.

"Mr. Murray wishes to see you," he answered.

"You mean?—you mean he is restored to life!" I cried.

"He lives," was the gentle reply.

"O, thank you, dear friend," I said. And I went into the room where my husband lay still and white. I kneeled at the bedside and prayed: 'I thank thee, Lord, that thou hast brought him back to me.' When I had finished John said: 'Mary.'

"Yes, dear," I replied.

"What has happened?" he asked.

"O, nothing much, dear, you got a bad shock and a fall—that is all," I answered.

"Yes, I remember that I got a shock," he said, "but I don't remember falling from the telegraph pole."

"Where am I?" he inquired. I told him and he said he wanted to go home. He stood on his feet. I helped him dress, and we drove home in a carriage."

"Did you see the stranger again?" the chairman asked.

"No, sir."

"Do you know what his name is?"

"Yes, sir, Mr. Lawrence, I was told."

"Do you know who or what he is?"

"No, sir."

"That is all, thank you." And Mrs. Murray took her seat.

"Mrs. Howard, please," said the clerk. Mrs. Howard came forward.

"You are the wife of Mr. Howard into whose house Mr. Murray was brought after the accident, are you not?" the presiding doctor inquired.

"Yes, sir," Mrs. Howard replied.

"Will you tell me, please, what took place after the stranger came out of the sick room?"

"In the excitement of the moment I did not notice what became of Mr. Lawrence," was the reply. "Every one was much excited and mystified, and there was a spirit of exaltation and happiness because we felt so glad for Mrs. Murray."

"When did you see the stranger—Mr. Lawrence—again?"

"I did not see him, sir, until he came down stairs at ten o'clock that night with his grip and paid his bill. He said that he was leaving suddenly for the West. I told him that I was very sorry, and asked him to remain until the morrow when the Murrays would probably come over and express their gratitude for the wonderful thing he had done for them.

"That is not necessary," he said. "Let them give God the glory."

"You are a doctor, sir?" I asked.

"No," he said sweetly.

"You are a minister?"

"No—not as you mean it."

"Who are you, then?" I asked in wonderment.

"Just a friend," he said, "a stranger within your gates. Good-bye." He looked straight through me with a kindly light in his eyes, and left me standing in the hall."

"You did not see him again?"

"No, sir."

"The hearing is now adjourned," announced Dr. Ewing.

The next day the board dismissed the charges against Doctors Bradbourne and Hamilton and allowed them to retain their licenses to practice medicine within the jurisdiction of the state.

Don't Coddle the Children.

THE doting mother who fears to have her boy exposed to the slightest breeze, who dreads the whacks and horse play of rougher associates, brings down upon his head this opprobrious epithet of mollycoddle. To quote from a famous English physician: "Too much shielding from the struggle with nature, and over-coddling invariably lead to atrophy of nervous and muscular power."

This same authority contends that any human being can stand with impunity damp and cold as long as he or she is stimulated to withstand the elements by good food and exercise. Wisely chosen food is the most essential thing. Eating between meals is a practice to be avoided. On the other hand persons should drink far more water than is now consumed. The boy or girl whose adoring mother insists upon feeding warm milk instead of giving copious draughts of clear, cool water, will not be as healthy as the youngster who is forever dabbling at the hydrant, provided the water goes inside and does not wet the clothes until a chill results.

For the mother eager to bring up a healthy son or daughter it is well to remember that nothing more quickly makes a "mollycoddle" than overheated, windless rooms where air is considered a bugaboo instead of a benefaction. The little French children who wear socks and show their sturdy bare legs even in zero weather are not as apt to take cold as the pampered pet whose woolen stockings and heavy undergarments produce perspiration and the natural tendency to chills and coughs following the unnatural opening of the pores.

This eminent professor also protested against the vulgar habit of coughing or sneezing without covering the nose and mouth with a handkerchief. Outside of the unpleasant quality of an unrestricted cough or sneeze, politeness should inculcate a habit that is conducive to the health of those in the immediate vicinity.

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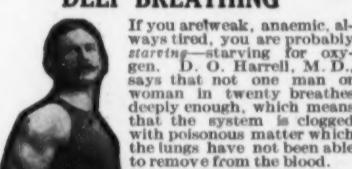
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Jasper's Hints to Money-makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevance to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDGE Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be included, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York.

IT is an old saying that "A fool is born every minute." Somebody in Wall Street has enlarged this expression to read—"and a sucker, too." I accept the amendment. Scarcely a day passes that the newspapers do not report some new game of the gold-brick men to catch the suckers and fool the fools. Don't let any one imagine that it is only the ignorant who fall to the bait. Professional men, school teachers, clergymen, and sometimes merchants of good standing will be found on the sucker lists.

Among the commonest, get-rich-quick schemes, is the one which offers an enormous rate of interest to those who will deposit their money with the schemers. A few years ago a man named Franklin, living in a little wooden building on a side street in Brooklyn, made a fortune by offering to make men, women and children rich through his operations in Wall Street, if they would furnish the funds.

As soon as he got a few depositors, he used what little money he had to pay them big dividends. They told their neighbors and money poured into Franklin's coffers in such a golden stream that it was easy for him to pay big "dividends" to the depositors. He used the moneys he received from his victims to bait them afresh.

It wasn't long before the crowd fairly filled his house. There was a struggle to get him to accept money from outstretched hands eager to get 100 per cent. Somebody exposed the scheme, the bottom fell out and Franklin was sent to jail. Thousands lost every dollar they had.

It would seem as if this were a sufficient warning to the people of New York City, but within the past few days another similar scheme has been exposed and the concern that was engineering it promptly collapsed with liabilities of \$100,000 and assets of less than 10c. on the dollar. This firm got business very shrewdly by sending out its so-called "agents" to spend money freely around town and to tell people that they got this money from enormous profits received by investing with the gold brick firm.

This was all that was necessary to arouse the cupidity of all sorts of people from scrub-women to professional men. The scheme was working like a charm. The money was coming in so fast that it could not all be paid out. All of a sudden an exposure was made in a newspaper and then the bubble burst and the poor victims awoke to the truth.

We hear a good deal about "blue sky laws" to protect the people from stock selling impositions. Isn't it about time that the people protected themselves? Is it only the burnt child that dreads the fire? Don't we know that fire will burn without getting so near to it as to suffer? Don't we know that the stranger who offers to make us rich is either a knave or a fool and, therefore, better be left alone? Doesn't every sensible person know that an offer of 25, 50, or 100 per cent. profit cannot safely be made and that the man who makes it in ninety-nine cases out of a hundred is

a swindler and in the remaining case is a fool or crazy?

I know that my warnings, with a good many, will go in at one ear and out of the other, but there are plenty who will listen. I know this because of letters I frequently receive from those who express gratitude that I have saved them from being victimized. That is one of the purposes of this department. If I cannot make money for my readers, I at least try to save their money. Of course, no one can be infallible. Every one is deceived now and then, but we can at least strive to be watchful, careful and conservative.

People denounce Wall Street, yet the truth is that the stock exchanges of our great cities will have nothing to do with the gold brick schemers. None of these oil, gold mine, copper mine and plantation schemes that have fooled the people has ever been listed on the New York Stock Exchange. People may lose by buying Wall Street stocks as they lose by buying houses, cattle, corn and cotton, or anything else, but the man who buys with good judgment makes money whether it be in stocks or in market commodities.

The man who buys with poor judgment and the man who does not use his own judgment, but who listens to every suggestion that a stranger may make, will be apt to lose. I have known careful investors in Wall Street who have been on the winning side nearly every time, but they have not been in haste to get rich. They have not looked for enormous profits. They have made it a rule to buy the sound investment securities when prices were low as they always are in periods of panics and depression. They have always felt sure that when the recovery came, and it always does come, the profit would be on their side.

I have spoken of this matter a number of times. It is the way, and the one way, to make money in Wall Street.

N., Louisville, N. Y.: The American Telegraph and Telephone Company Collateral Trust \$100 4 per cent. bonds are a direct obligation of the Company and are a reasonably safe investment.

M., Ridgeway, Wis.: The King Solomon Tunnel and Development Company was organized in 1903, succeeding a defunct company. It has mining claims in Colorado, but if, as you intimate, in ten years it has failed to make good, the situation is certainly discouraging.

F., Healdsburg, Calif.: I have no information about the company. It is an industrial concern. If it is well managed and doing a good and profitable business, the advance in the price of stock may be justified. But are you receiving any dividends?

P., Mt. Carmel, Pa.: I know nothing about the real estate improvement company named by you, nor about the Long Island land operation. There are many such companies in New York and vicinity and some of them are unsafe and to be avoided. You might learn of the standing of the two you mention from some mercantile agency.

(Continued on page 313.)

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Thoroughly secured by the actual ownership of millions of dollars' worth of high-class, improved, income-producing city property—located on Manhattan Island, New York City, the most valuable and most productive area of its size in the world.

NEW YORK REAL ESTATE SECURITY CO.

Assets over \$14,000,000
Capital Stock \$3,950,000

42 Broadway New York

Safe 5½ and 6% INVESTMENTS

EVERY first mortgage bond, owned and offered by us, is a *direct first lien* on improved, income earning Chicago real estate of the highest class. In no case the conservatively estimated value of the security less than double the total amount of the bond issue, while the annual income yield is much more than ample to insure prompt payment of principal and interest.

These bonds are legal investments for National Banks and for State Banks in Illinois and other states.

Write for the INVESTOR'S MAGAZINE and Circular No. 2463.

S.W. STRAUS & CO. INCORPORATED
MORTGAGE AND BOND BANKERS
ESTABLISHED 1882
STRAUS BUILDING ONE WALL STREET
CHICAGO NEW YORK

6% Per Annum with Participation in Excess Earnings

Real Estate Title Bonds

Secured by highly improved property in retail business district of Seattle. Denominations of \$100 to \$1000.

Write for latest circular, No. 12A, describing this attractive offering.

AMERICAN CITIES REALTY CORPORATION

312-16 LEARY BUILDING

SEATTLE WASHINGTON

TAX-EXEMPT ISSUES

We offer the following Manufacturing Cumulative Preferred Stocks:

	Yield
Greenfield Tap & Die	5.63%
H. D. Foss & Company, Inc.	6.51%
U. S. Metal Products Co.	6.51%
Hartley Silk Mfg. Co.	6.83%

The above issues are tax-exempt in Massachusetts, New Hampshire, Vermont, Connecticut and New York.

Our March investment circular giving full information, sent upon request.

Turner, Tucker & Co., Inc.

BOSTON CHICAGO NEW YORK

24 Milk St. 1st Nat'l Bank Bldg. 111 Broadway

7% EDMONTON, CANADA 7%

THE CAPITAL CITY OF ALBERTA

We offer first mortgages on revenue producing property to net you 7%. This young metropolis is growing faster than any other city of its size in the world. All eyes are on Edmonton. Send for booklet No. 6.

HULBERT-PHILLIPS & CO.

Hulbert Building, Alberta, Canada

BONDS SECURING POSTAL SAVINGS FUNDS

BONDS YIELDING 4%-5% PAYABLE SEMI-YEARLY

BACKED BY CERTIFICATES FROM UNITED STATES TREASURY

CERTIFYING THEY PROTECT POSTAL SAVINGS BANK FUNDS

AVAIL YOURSELF OF THIS PROTECTION

SEND FOR OUR BOOKLET "BONDS OF OUR COUNTRY"

BONDS SENT TO ANY BANK OR EXPRESS COMPANY SUBJECT TO EXAMINATION

THE NEW FIRST NATIONAL BANK COLUMBUS, OHIO.

Booklet 43

Conservative,
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GAGE

\$1000
Mortgage
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No. 2463.

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ISSUES

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• 6.83%Massachusetts, New
and New York.regular giving
upon request.& Co., Inc.
NEW YORK

111 Broadway

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Alberta, Canada

BONDS

EARLY B
EASURY FUND

NTRY

U.S. OHIO.

Jasper's Hints to Money-makers

(Continued from page 312.)

V., Charleston, S. C.: The company is a Chicago one, and I can get no report concerning it here. You might apply for information to some leading Chicago financier.

H., Elizabethtown, Pa.: The Hale & Kilburn Co., of Philadelphia, has been in business over 60 years, is doing a large business and is paying dividends.

J. B., Indianapolis, Ind.: I can get no reliable information regarding the telephone company. It is a new enterprise and it is impossible to foretell its future.

V., Saginaw, Mich.: While not a gilt-edge security, Chalmers Motor Co. preferred is a good industrial stock. The company is doing a large business and is paying dividends.

F., Philadelphia, Pa.: Information is lacking as to the company mentioned in your letter. It is an industrial concern with its way yet to make, and purchase of its stock would be a speculative transaction.

P., Bridgeport, Conn.: The mercantile agencies give favorable reports of the Calvert Mortgage and Deposit Co. of Baltimore. There is no better source of information than such agencies.

M., Cincinnati, O.: Very few oil companies' stocks can be regarded as safe investments. The reference books contain no facts about the company named in your letter. I advise you to be wary about investing in its stock.

A., Fulton, N. Y.: Late advices are that the Superior and Boston Copper Company is shipping ore to the smelter. But its stock is as yet but a speculative investment. Almost any broker could buy shares of the stock for you.

S., Barrington, Ill.: Full paid subscription receipts for the Chicago, Milwaukee and St. Paul Railway Company's convertible 4½ per cent. bonds, have been admitted to the New York Stock Exchange list and the "when issued" stricken from the list.

F., Port Richmond, N. Y.: There are no facts on hand concerning the rubber company which you mention. Many of these concerns have been unsuccessful and you should not invest money in any of them before you have made the most careful investigation.

W., Milwaukee, Wis.: You can invest your money in safe securities which will pay you much higher interest than the bank is doing. Both the industrial stocks cited by you are reasonably safe investments, providing tariff agitation does not unduly disturb business.

B., Providence, R. I.: B. F. Goodrich Common stock is in the speculative class. Uncertainty as to tariff legislation is likely for a time to retard advances in most industrial stocks. Wabash Common faces a heavy assessment and I would not advise you to buy it.

D. D. H., Portsmouth, N. H.: The motor companies securities concerning which you inquire are described in detail with latest facts and figures in a circular issued by Slattery & Co., 40 Exchange Place, New York, who will be glad to send this to you free on request.

R. T., Washington, D. C.: Before you undertake to speculate you should post yourself as to stock exchange methods and the merits of various stocks and bonds. The *Bache Review*, issued weekly by J. S. Bache & Co., Bankers, 42 Broadway, New York, is widely esteemed as an authority on these subjects and will be sent free on application.

taxation in Massachusetts, New Hampshire, Vermont, Connecticut and New York.

Justice, Denver, Colo.: I do not feel inclined to advise you specifically what stocks to buy or sell. You had better consult a reliable broker. The brokerage firm you mention is unknown to me, but some local financier might be able to post you. International Paper Common and Union Bag and Paper Common are speculative propositions and would depend on a general rise in the stock market for an advance in value.

F. E., Rutland, Vt.: You can get much better interest on your money than your bank pays you. There are still plenty of good securities which pay from 4½% upward. You might look into the 5% M. C. Trust certificates described in a booklet and free magazine "Working Dollars" issued and sent free by the Manufacturers' Commercial Co., 299½ Broadway, New York. It is claimed that banks have invested in these certificates.

G. E. M., Richmond, Va.: The stock issues of well-established industrial enterprises are often very attractive. The 7% cumulative preferred stock of the Hart & Crouse Co., Utica, N. Y., manufacturers of Royal heaters, are recommended by Bayne, Ring & Co., bankers, 55 Wall Street, New York, who will send you their circular No. 120 on application. This circular sets forth the condition and prospects of the company, which, it is claimed, has paid average dividends of 12% for 20 years.

T. G., Toledo, Ohio: Of course real estate in New York has reached the highest values known in this country, and securities based on it must of necessity be desirable, providing the companies issuing them are sound and well-managed. 6% gold mortgage bonds in denominations of \$100, \$500 and \$1000, secured by the ownership of millions of dollars' worth of improved property, are issued by New York Real Estate Security Co., 42 Broadway, New York. The company has assets of over \$14,000,000, and its management is said to be able and conservative.

W. W., Buffalo, N. Y.: In cities of the first class, where real estate has a staple and growing value, securities based on it make excellent investments. Chicago, concerning which you inquire, is one of the most prosperous of cities and real estate there is steadily advancing. Bonds based on the best kind of Chicago property are dealt in by S. W. Straus & Co., 1 Wall St., N. Y. City. These issues pay 5½ and 6% and they are legal investments for banks in Illinois and other states. If you will write to the firm you will receive from it the Investor's Magazine and circular No. 2463 giving you full particulars as to the bonds referred to.

F. R., Elmira, N. Y.: It would be inadvisable for you to carry so much actual cash about with you on your foreign trip. It would be far safer to buy "A. B. A. Cheques" for travelers, which can be used like money in all parts of the civilized world. You can with these pay hotel bills and buy railroad and steamship tickets and goods in leading stores in foreign lands. They are issued in denominations of \$10, \$20, \$50 and \$100. They are useless without your signature and may be replaced if lost or stolen. They can be cashed at 50,000 banks without a personal introduction. If you cannot buy them at your own bank write to the Bankers Trust Co., New York City.

NEW YORK, March 13, 1913. JASPER.

A Song of Corn:

Though other products of the soil
Are very good to eat;
And fruit is pleasing to the taste,
And so are fish and meat;
There's nothing since the world began,
Of seed or tuber born,
That nourishes the human race
So perfectly as corn.

The breakfast muffin amber brown,
The pudding in the pot,
Corn-bread that makes the butter melt,
It is so piping hot;
The hoe-cake of the sunny South,
What epicure could scorn
Such simple, tempting dainties made
Of good and wholesome corn.

There's health in every yellow grain,
There's magic in the meal,
It builds our jaded muscles up,
And makes them strong as steel;
Each kernel garners up the gold
And fragrance of the morn,
So let us all take off our hats
To every field of corn.

MINNA IRVING.

Daylight Travel for Women.

FEW women care to travel at night. They enjoy the daylight sights and scenes of a quick moving de luxe train, but darkness brings terrors to the stoutest hearts. Appreciating this universal feminine fear, the Chicago and Northwestern Railroad began an experiment on Feb. 1st in "The Daylight Special" running between Chicago and San Francisco. Five days will be required for the trip.

In answering advertisements please mention "Leslie's Weekly."

A Million Dollars Worth
In The Government Service

THE World's Largest Motorcycle user, the United States Government, uses more Harley-Davidsons than all other makes combined. These machines are to-day used by nine different government departments.

In the Government Mail Service alone there are over 3,800 Harley-Davidsons in daily use, collecting and delivering mail—a fitting tribute to their reliability. The

HARLEY-DAVIDSON

to-day holds the World's Economy Record, as well as World's Records for Endurance and Reliability. It is the only motorcycle made with the Ful-Floating Seat and Free-Wheel Control (both patented features), two of the greatest comfort devices known to motocycling.

The Ful-Floating Seat places 14 inches of concealed springs between the rider and the bumps. These springs assimilate all jar and vibration, thus doing away with the great discomfort of the ordinary motorcycle.

The Free-Wheel Control permits the stopping and starting of the Harley-Davidson without the customary running alongside or hard pedaling. Instead this machine can be stopped and started by the mere shifting of a lever. This, and many other exclusive features, will be willingly demonstrated by any Harley-Davidson dealer.

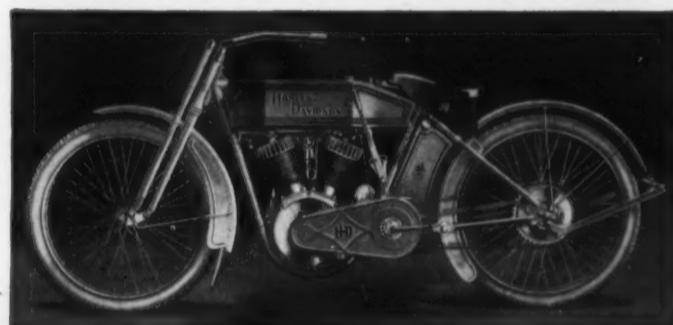
Call on him for demonstration or write to us for illustrated catalog.

HARLEY - DAVIDSON MOTOR COMPANY

Producers of High-Grade Motorcycles for eleven years.

303 B Street

MILWAUKEE, WIS.



Infinitely more interesting than the best modern novel.
The only version that contains all that is in the original.—N. Y. Sun.

THE MASTERPIECES OF BALZAC

Twenty-six novels, complete and unabridged, in fourteen inexpensive pocket volumes, printed on imported Bible paper, with exquisite etchings. Price \$28.00, payable \$2.00 per month. The *Mail and Express* says this is the edition *par excellence* of Balzac.

Send \$2.00 and get a set on approval. Refunded if set returned. Pamphlet on request.

GEORGE BARRIE & SONS

PUBLISHERS

[Established 1879]

1313 WALNUT ST. PHILADELPHIA, PA.

Is your appearance worth a postal?

The advanced spring and summer styles are shown and it contains a useful dress chart.

ADLER-ROCHESTER

STYLE BOOK

Simply send your address to—

L. ADLER BROS. & CO.
ROCHESTER, N.Y., U.S.A.

The Book of Men's Fashions

ADLER-ROCHESTER CLOTHES

ARMY AUCTION BARGAINS

Saddles... \$2.00 ap.	New Uniforms... \$1.50 ap.
Bridles... .50 " " Army Revolvers... 1.65 "	Army Haversacks... 1.45 "
Team Harnesses... \$1.85 "	Rug. Rifles... 1.45 "
Leggings, Pair... .15 "	Swords... .85 "
Boots, Pair... 2.20 "	7-Shot Carbines... 2.95 "
Cavalry Sabers... .75 "	Cartridges 12 each
Colts, Cal. 45, Revolvers... \$7.50 ap.	Sp'ld Mtn. Mtn. Sp'ty. Rds. 11.50 ap.
Army Blanket, Linen, Rds. 35 " " Cartridges 25 each	Cartridges 25 each
Army Blanket, Linen, Rds. 35 " " Cartridges 25 each	Cartridges 25 each

1 MARCH 1913 CATALOGUE, 400 large pages, over 2000 illustrations. 25 cents Gov't. Auction Bargains described in cyclopedic catalogue, mailed 25c stamp.

FRANCIS BANNERMAN, 601 Broadway, New York City.

FOR SEWING LEATHER

The Speedy Stitcher is the latest and best of anything ever offered for \$1.00.

AGENTS make over 200% profits.

Send at once for catalog and terms.

Automatic Awl Co., 206 Gardner Terrace, Worcester, Mass.

AGENTS—POCKET SEWING MACHINE

For confidential terms, prices and FREE sample to workers.

THOMAS AWL CO. 3414 West St., Dayton, Ohio.

Steady Job all the Year

Would you take a steady job selling my quick moving sewing line and supplies? No experience needed. I pay cash; no premiums. If you are looking for an unusual opportunity for making big money quick write me a postal saying "Mail full particulars." Address E. M. DAVIS, President E. M. DAVIS CO., A225 Davis Block, Chicago

Greatest Ability Wins

THE Yale Motor-cycle is chosen by experienced riders because it has shown its greater ability for conquering road difficulties—superior capability under all conditions. Yale construction gives the Yale buyer most for his money, though the "Big Y" is not "cheap" in price. The new catalog tells all about it.

Write at once.

CONSOLIDATED MFG. CO.,
Motorists' Column

Automobile Bureau

Conducted by H. W. SLAUSON, M. E.
Readers desiring information about motor cars, trucks and delivery wagons, motorcycles, motor boats, accessories, routes or State laws can obtain it by writing to the Automobile Bureau, Leslie's Weekly, 225 Fifth Avenue, New York City. We answer inquiries free of charge.

The Spring Crop of Motor Car Legislation

THE first few months of a new year always find the governing bodies of many of the States dabbling in motor-car legislation. Some of this is good, while other almost verges on the "pernicious." Clubs and associations having the interests of the automobilists at heart have been kept busy urging the enactment of the fair and favorable bills, and pointing out the flaws in the proposed harmful legislation. New York is again having its conflict, and Secretary of State May is urging the enactment of several radical changes in the present motor-car laws. Some features of this proposed legislation would be welcomed by every well-intentioned motorist. Among these are the provisions calling for a strict licensing of chauffeurs in order to eliminate the 10,000 professionals who are now said to be driving cars in the State without having been previously registered. It is also intended to license all motor-car owners and members of their families who may have occasion, at any time, to drive the car.

But the features in which motorists in general and the trade in particular are the most vitally interested are those pertaining to an increase in the annual vehicle tax. It is contended that the revenue from motor-car taxes is not nearly sufficient to maintain the State roads and that the rate per car is much lower than in other countries. Whatever may be the merit of these contentions, it would seem that, with the constantly-increasing cost of gasoline, the motorist of to-day is put to enough expense without having his motor-car tax doubled. If it is argued that, even with this increase, it will not be higher than the prevailing tax in England, France and Italy, the point may be brought up that it is virtually because of our low tax that there are more cars in use in one State of the Union than will be found in any of these European countries. Furthermore horses and horse-drawn vehicles have never been taxed by the State to support the roadways over which they travel; why should the entire burden be placed upon the motorist?

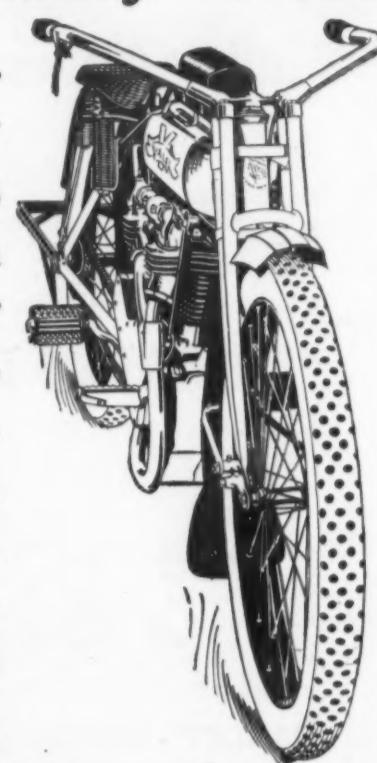
These proposed laws include an increased taxation on the truck as well as on the pleasure car. In addition it is planned to limit the weight of commercial vehicles—on the theory that the road surfaces are injured by the heavy trucks. This is undeniably true, but it hardly seems proper to interfere with the production of five- and ten-ton trucks while we wait for the roads to be improved to meet the new traffic conditions. Why should not the roads be built to meet the needs of the times as represented by the modern transportation system, rather than to restrict the growth of an industry in the direction that points to a reduction of delivery costs and that thus helps greatly to lessen the price of commodities? This is a point that should be considered by all motorists' associations. While we are building new roads let us make them good—good enough so that truck manufacturers may put all their efforts toward producing the vehicle that will distribute our goods most economically.

Questions of General Interest

Location of Valves.

H. A. B., Nebraska, asks: "Why is it claimed that motors having their valves in the head produce more power than those of the same size with the valves placed in side-pockets?"

This is a matter of gasoline engine construction that rests with the individual opinion of the designer of the motor. Overhead valve construction necessitates the use of longer pushrods and of an additional rocker-arm for each valve. When the valves are placed in the head, however, it is claimed that the intake and exhaust gases are al-



BIG two-cylinder Yale, fastest machine on the road. Pulls nearly 10 horsepower at the rear wheel on actual test. Flexible long-stroke motor gives any speed from 4 to 65 miles an hour by a turn of the wrist. Multiple-disc clutch allows the rider to start simply by pulling a lever, like an automobile. The Yale cushion fork and shock absorber make it ride easy over all roads, good or bad. Three-inch tires (automobile size) increase comfort and eliminate tire trouble found with the small tires other motor-cycles use. Perfect balance, low center of gravity and correct frame and fork design make the "Big Y" safe and sure at good speed over bad roads where other machines are unmanageable.

\$275

1753 Fernwood Ave.
TOLEDO, OHIO

HAYNES
America's First Car

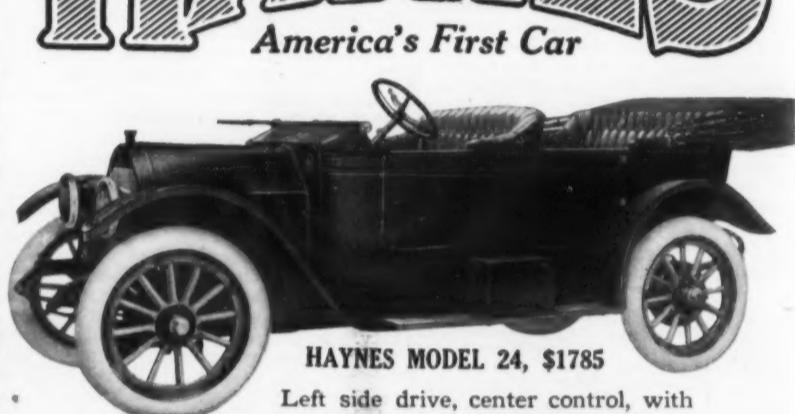
has been used with great success on all sizes and types of motor cars, it is not always a suitable system for motorcycles. If its use entails a storage battery to furnish current when the motor is not running, this would add to the complication and weight of the motorcycle. One of the chief features of the modern motorcycle is its efficient ignition equipment, which enables the magneto entirely to replace the batteries.

The type of magneto used on motorcycles will not generate direct current—the only kind that can be used to charge a storage cell. Compact acetylene generators, either as a part of the headlight or attached separately to the frame, may be obtained at nominal cost, and this forms probably the best lighting equipment for the motorcycle.

Motorcycles as Hill Climbers.

H. H., Arkansas, asks: "What is the best type of motorcycle that I can buy for hill climbing?"

If by "best" you mean the machine best suited to hill climbing regardless of price, I would recommend a multi-cylinder motorcycle provided with a two-speed transmission. This machine may be of the two- or four-cylinder type, whichever best suits your requirements and pocketbook. The



HAYNES MODEL 24, \$1785

Left side drive, center control, with complete equipment including Leece-Neville electric starting and lighting system. Wheelbase 118 inches. A big, roomy body, handsomely finished and deeply upholstered. A typically powerful, quiet, sweet-running Haynes four-cylinder motor.

HAYNES purchasers find a certainty of service in the fact that this year witnesses the twentieth anniversary of the Haynes Car.

Mr. Haynes, in 1893, built what has long been officially acknowledged America's first automobile. In the twenty years that have elapsed he and the splendid, skilled, sincere organization which has grown up around him have built thousands of automobiles which, by as many purchasers, have been acclaimed splendid cars.

The three Haynes models for 1913 have all the qualities of efficient design, honest materials and careful workmanship that have made Haynes cars famous for service, and they have every up-to-the-minute feature that's worth while.

Haynes "Six" \$2500

The Haynes Six, Model 23, is a big, powerful six that you can depend on. Wheel-base 130 inches. Motor size, $4\frac{1}{4} \times 5\frac{1}{2}$, cylinders cast in pairs. Completely equipped, 5-passenger touring car, \$2500.

Haynes Model 22, \$2250

A popular car in the most discriminating markets. Four-cylinders, cast in pairs, full 40 h. p. Wheel-base 120 inches. Seven body styles, all completely equipped, \$2250 to \$3500.

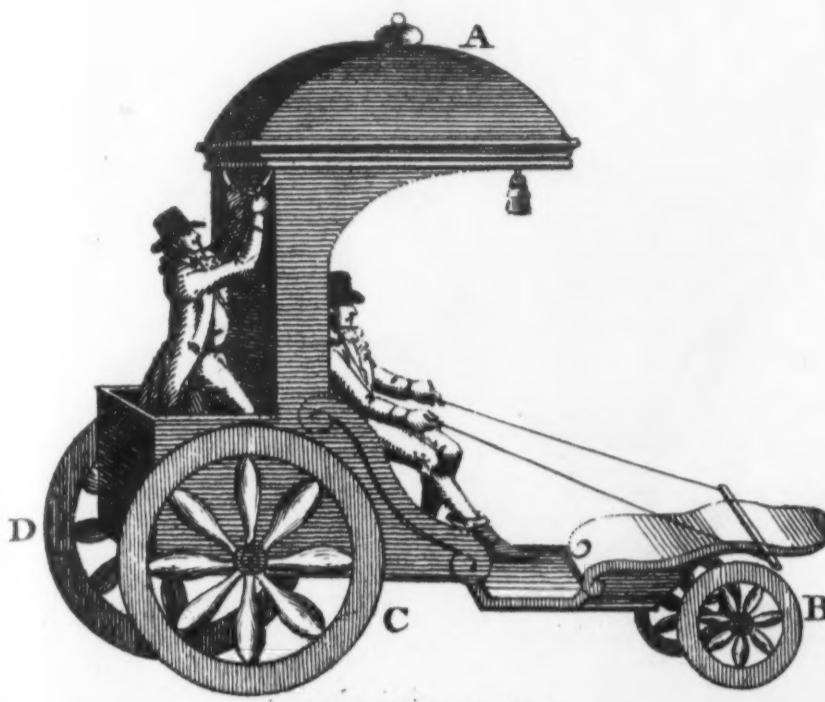
HAYNES AUTOMOBILE COMPANY

DEPT. LW, KOKOMO, INDIANA

BRANCHES IN NEW YORK, CHICAGO, SAN FRANCISCO AND INDIANAPOLIS

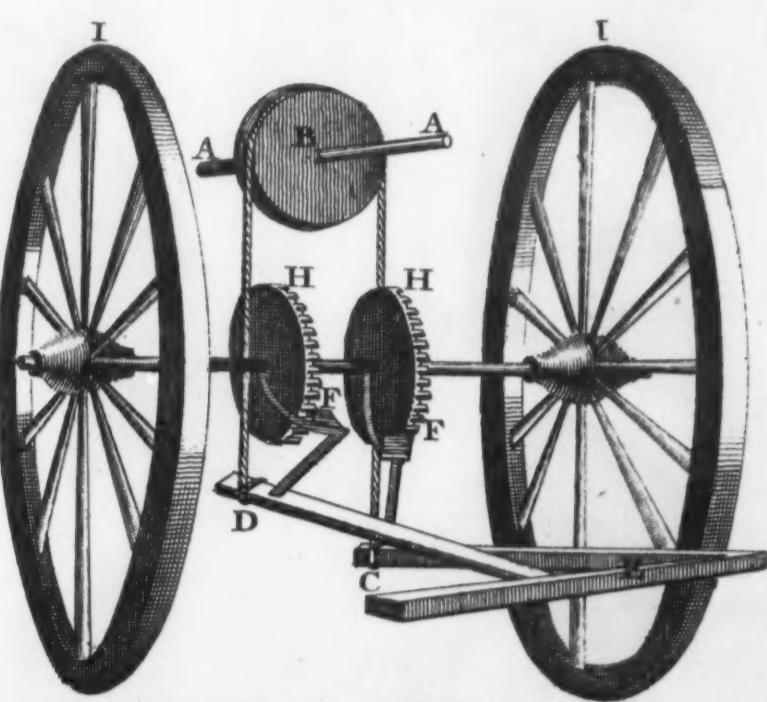
The World 100 Years Ago

Drawings from an Encyclopedia Then in Use, Which Tell the Story of the Century's Marvellous Progress. The Machinery and Appliances Here Shown Represent High-water Mark of That Day



A HORSELESS CARRIAGE.

"It is moved by the footman behind it; and the fore-wheels, which act as a rudder, are guided by the person who sits in the carriage. Behind the hind-wheels is placed a box, in which is concealed the machinery that moves the carriage. A machine of this kind will afford a salutary recreation in a garden or park, or on any plain ground; but in a rough or deep road must be attended with more pain than pleasure."



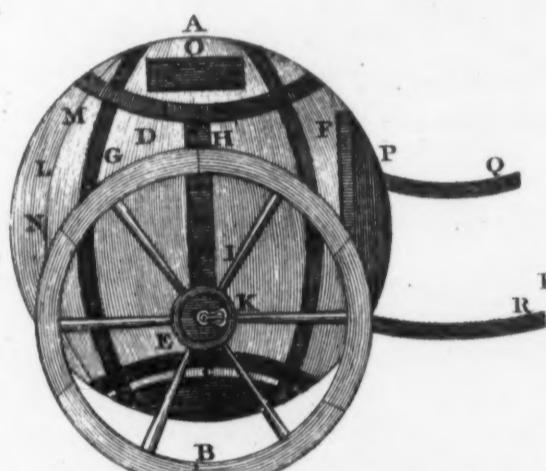
THE "CHASSIS" OF THE HORSELESS CARRIAGE.

The power was supplied by the footman, as shown in the opposite picture. "It is evident that when the footman behind presses down one of the treadles (suppose C) with his foot, he must bring down one of the pieces of iron (F), and consequently turn the wheel (H) that is next to it; and at the same time, by means of the rope that goes over the pulley, he must raise the other treadle (D), together with its piece (F), which, being thrust down, will turn the other wheel (H), and so alternately; and as the great wheels are fixed on the same axis, they must necessarily move at the same time."



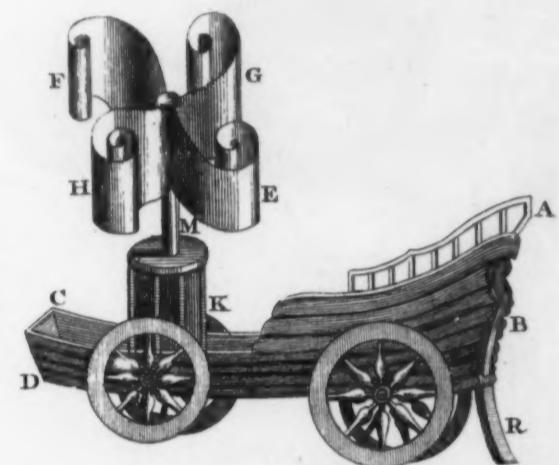
A HORSELESS VEHICLE TO SAIL WITH THE WIND.

This two-masted schooner on wheels was in use in Holland "and is celebrated by many persons." It is guided by a rudder at E. "The great inconvenience attending this machine is, that it can only go in the direction the wind blows, and even not then unless it blow strong; so that after you have gone some way on your journey, if the wind should fall or change, you must either proceed on foot or go back." It had a long-distance record of 42 miles in two hours, carrying eight passengers. A similar vehicle for winter use on the ice was equipped with runners instead of wheels.



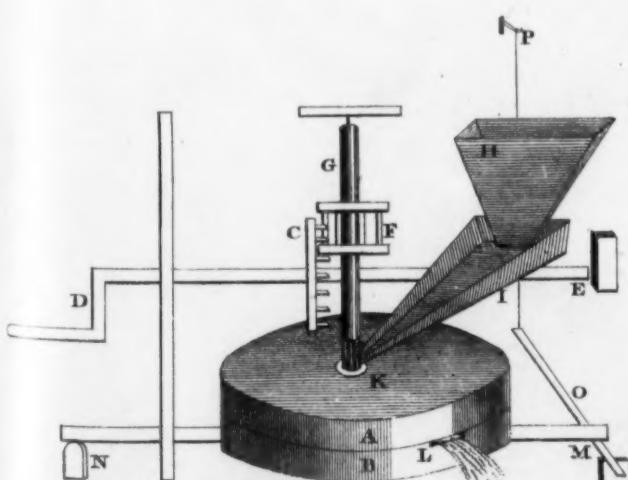
A UNIQUE AMBULANCE.

A carriage which could not be overturned, designed for "persons subject to different disorders who, by being obliged to travel over rough roads in the common carriages, suffer tortures of which the healthful have no idea." The body of the vehicle was a hollow globe enclosed by horizontal and perpendicular iron circles, with an immovable weight at the bottom, proportioned to the number of passengers. The door was at P and a window is shown at O. The body of the vehicle was said to remain in the same position regardless of the angle of the wheels, or even if they should be overturned.



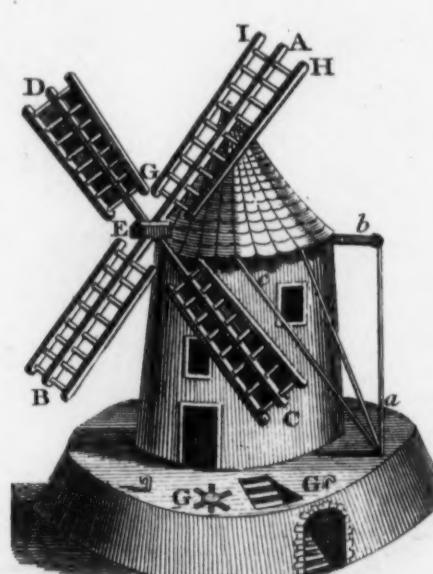
A VEHICLE TO SAIL AGAINST THE WIND.

The wind drives the sail around with a circular motion, turning the mast (M) and the cog-wheel (K), which engages the teeth placed perpendicular to the sides of the two fore-wheels of the carriage, and consequently keeps it in continual motion. "The body of this machine should not be large nor placed very high, not only to prevent overturning, but that its motion may not be thereby impeded; for the velocity will be in proportion to the force of the wind on the sails to that on the body of the machine. Therefore, if they be both equal it will stand still; or if the force on the body be greatest, it will go backward."



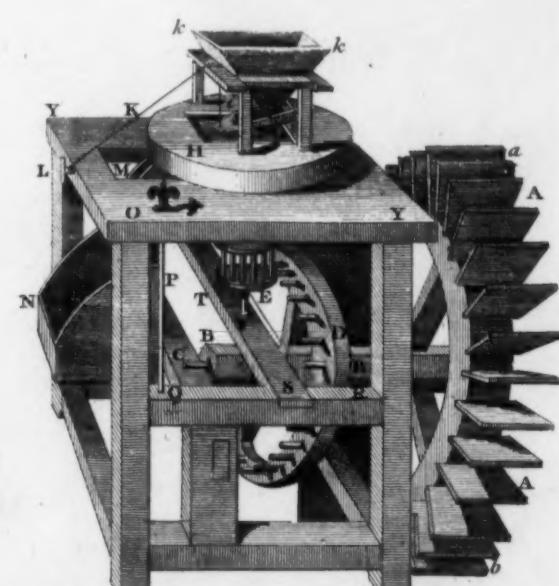
A HAND FLOUR-MILL.

The grain placed in the hopper (H) ran slowly down the shoe (I) and was ground between the two stones (A and B). The mill was turned by a crank (D). The cog-wheel mechanism was in principle the same as in the larger mills. This was a great improvement over the ancient mill, where the stone itself was turned by hand.



A FLOUR-MILL OPERATED BY WIND.

The two arms (AB and CD) were about 32 feet long, and to these arms small sails were attached. To catch the shifting wind, it was necessary for the superstructure or the roof to be turned with a lever when the wind changed.



A FLOUR-MILL OPERATED BY WATER.

This was the most elaborate form of flour-mill of that day. The water-wheel was outside the building, connected with the mechanism by a long shaft. The upper mill-stone (H) could be raised or lowered to regulate the fineness of the flour or meal.



**Every Educated Physician
Will Tell You Upon Inquiry**

That the soft gray filling of the nerve centres, including the brain, is made up of water, albumen and Phosphate of Potash, as the largest ingredients—

And that when the nerve centres are rebuilt every day as fast as worn by use, the individual is equipped to keep well.

Grape=Nuts
FOOD

Was specially designed to provide nutrition for both body and brain. It is rich in Phosphate of Potash, the vital salt of gray nerve tissue, often lacking in the usual diet.

A dish of Grape-Nuts and cream regularly for breakfast will show

"There's a Reason"